The China Mail.

ESTABLISHED 1845

October 24, 1919, Temperature 61. Rainfall 0.00 inch. Humidity 76. October 24, 1918, Temperature 74

No. 17,762. 五拜禮 號四廿月十年九十曾百九千壹英 HONGKONG, FRIDAY, OCTOBER 24, 1919. 日一初月九未己次歲年八國民華中 PRICE $3.00 Per Month

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

AN AERONAUTICAL OPTIMIST.

ALL ABOUT CHINA'S NEW SKY SHIPS.

LONDON, October 19.

The Times' aeronautical correspondent says the Vickers-vimy commercial aeroplanes ordered by China are similar in type to the winner of the transatlantic flight. Their length is 42 feet, their height 15, their span 67 feet. They have two Rolls-Royce engines, totalling 750 horsepower, and are capable of a maximum speed of 105 miles an hour, and a cruising speed of 90 miles. They will carry petrol sufficient for a six hour flight. Extra tanks can be fitted if necessary. They require two pilots. The cabin is enclosed and can seat twelve passengers, whose safety and comfort is in everywise studied. Future travel in China will be the height of speed and luxury. The maximum weight of freight and mail will be 2,000 pounds. A number of skilled pilots, engineers, and organisers shortly proceed to China to establish the services. The result must be in enormous quickening up of communications, and have very far-reaching political, economical, and commercial effects. Soon China should assume an entirely different aspect as a world factor.

CHINESE LOAN OVER-SUBSCRIBED.

LONDON, October 23.

The Chinese loan mentioned on Oct. 13 was largely over-subscribed.

"TIMES" ON SILVER SHORTAGE.

TOO MUCH SILVER MONEY IN BRITAIN.

LONDON, October 23.

The *Times* in a leader says there seems a reasonable hope that there will shortly be a check on the demand and some increase in the supply of silver. Mexican production is increasing and is undoubtedly susceptible of great development. Substitutes for silver currency may be adopted much more generally than hitherto. The silver circulation in Britain is now £50,000,000 compared with £15,000,000 before the war. This seems unnecessarily large. There should be ample margin for letting some go where it is much more urgently wanted.

COTTON CONFERENCE.

GAMBLING CONDEMNED.

NEW ORLEANS, October 23.

The cotton conference urged British spinners to send representatives to buy cotton direct from the farmers. Speakers agreed that no arbitrary price can be fixed for a given period. Cotton-growers suggested the condemnation of the practice of selling cotton on call and of all gambling in cotton and other necessities.

NEW YORK STRIKE.

SITUATION NOW ACUTE.

NEW YORK, October 19.

Despite the settlement cabled previously, the longshoremen have not returned to work. Shipping interests have arranged to utilise strike-breakers protected by military if the men do not return by October 20. The situation is acute. Labour Secretary Wilson has appointed a conciliation committee headed by the Mayor of New York to endeavour to settle the controversy.

CHINESE LABOUR NO LONGER WANTED IN FRANCE.

ARRANGEMENTS FOR QUICK REPATRIATION.

PARIS, October 19.

In the Chamber M. Lebrun, the minister for the liberated provinces, said the British and French governments had decided on measures for replacing Chinese labour and repatriating the Chinese at the rate of 15,000 monthly.

FAR EASTERN CABLE NEWS.

[By Courtesy of the *Hongkong Daily Press*.]

CABINET CONSTRUCTION.

PEKING, Oct. 22.

It is understood that Parliament, which is sitting informally, consents to Chin Yung-peng forming a formal Cabinet.

Li Shih-hao will probably be promoted Minister of Finance, and Tseng Yu-ching Minister of Communications, while Wu Ping-heiang will be appointed Minister of the Interior.

JAPANESE POLICE INTRUSION TO BE CHECKED.

The Central Government has instructed the Tuchun of Kirin to prevent the intrusion of Japanese policemen, ostensibly for the arrest of Koreans.

DEATH OF AN EXPERIENCED DIPLOMAT.

Kao Erh-kien, former Vice-Minister for Foreign Affairs, who participated in the Macao delimitation, died last night. Educated in France, the deceased was an experienced diplomat and a man of high integrity.

TIENTSIN STUDENTS AGAIN ACTIVE.

SHANGHAI, Oct. 23.

The students in Tientsin are again active. They held a meeting recently and decided to demand the dismissal of Yeung I-tak, the Superintendent of Police in Tientsin. They are also not satisfied with Kan Wan-pang as Premier.

MOVEMENT AGAINST YEUNG I-TAK.

Ho Shing-to, a lawyer, has made out eight charges against Yeung I-tak, one of which is that he was in favour of the movement made to appoint Yuan Shi-kai Emperor of China.

The students in Hankow have telegraphed to the Premier demanding the dismissal of Yeung I-tak.

THE TIBET QUESTION.

The Peking Government has decided to await the return from Paris of Luk Tsung-cheong, the Foreign Minister, before discussing the Tibet question.

CANTON SOLDIERS MARCHING AGAINST FUKIEN.

Li Hau-ki, the Military Governor of Fukien, has telegraphed to the Peking Government that Canton soldiers are marching against Fukien soldiers.

INTERNAL PEACE.

Wong Yap-tong, the chief Northern delegate, has asked permission from the Peking Government to return to Peking. He made this request after a bomb was found in his residence.—*Hongkong Chinese Commercial News.*

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

THE BRITISH PARLIAMENT.

LONDON, October 21st.

Parliament reassembles to-morrow. The Members intend to press the Government to give an opportunity for the immediate discussion of national finances, which subject is at present engrossing general attention.

Lord Buckmaster moves, in the House of Lords, that further taxation is essential in view of the gravity of the financial position.

Mr. Lloyd George, yesterday, presided at a finance meeting of the Cabinet, which is considering retrenchment in public Departments.

Capt. Worthington Evans states that the pensions estimates have exceeded hundreds of thousands and will probably cost £100,000,000 this year.

Mr. Winston Churchill states that the economic position of the Empire is sound and strong, but the finances are woefully deranged, though superior to any except America's. All minds should be turned to the financial problem.

Enormous debt was the main cause of the rise in prices, therefore a substantial diminution of debt must be the first step towards the improvement of the purchasing power of money. The first object of the Government was to reduce expenditure. This was impossible in 1919 but must be achieved in 1920.

BRITISH LOAN TO STABILISE EXCHANGE.

NEW YORK, October 21st.

Messrs. Morgan & Co. announce the issue of a $250,000,000 British loan, the proceeds to be used to take up $135,000,000 worth of 5 per cent. British notes falling due on November 1st.

The remainder will be available for Britain's requirements here.

The flotation is expected to stabilise Exchange considerably.

TURKEY DAILY GETTING WORSE.

LONDON, October 21st.

A Greek official statement asserts that the situation in the interior of Turkey is daily getting worse.

The new Cabinet, controlled by the pro-German Young Turk Committee, seems determined to resist the decisions of the Peace Conference as far as possible, and continues its efforts to exterminate all Christians.

A rupture between the Sultan and the Young Turks, who wish to replace him by Prince Mehmet Selim, is apparently imminent.

GERMAN ATTACK REPULSED.

COPENHAGEN, October 20th.

A telegram from Riga states that the Lett Premier announced that a German attack on Ustdvinsk fortress, on Saturday night, was repulsed.

Several attacks near Friedrichstadt, 35 miles from Riga, were likewise repulsed.

The British and French Fleets continue to support the Letts, thus inspiriting the population.

AERONAUTICS.

LONDON, October 21st.

The Australian airman, Captain G. C. Matthews, started from Hounslow this morning on his flight to Australia for the Australian Government's prize of £10,000.

MINE ACCIDENT.

LONDON, October 21st.

Owing to the collapse of a winding engine, it is reported that at least 40 miners were killed and many injured in the Levant Mine near Penzance.

THE COTTON CONFERENCE.

NEW ORLEANS, October 17th.

The Cotton Conference has adopted the American proposal that the Congress place at the disposal of the War Finance Corporation $1,000,000,000 for the purpose of stabilising foreign exchange, also a sum sufficient to finance the exportation of at least 1,000,000 bales of cotton.

The Conference rejected the growers' recommendation condemning the sale of cotton on call and gambling in cotton, but adopted recommendations opposing the Government fixing of cotton prices and the embargo of cotton in peace-time, and demanding that the selling price of cotton should allow a fair profit.

Sir Herbert Dixon was elected President of the next Conference which will be held in England in 1921.

TRAFALGAR DAY.

LONDON, October 21st.

On the occasion of "Trafalgar Day," the base of the Nelson column in Trafalgar Square was decorated with wreaths from numerous warships and naval bases, also from the Dominions' High Commissioners. Lady Fremantle placed a special wreath on the tomb of Nelson at St. Paul's.

Dean Inge preached a memorial sermon at St. Martin's-in-the-Fields. He declared that, in spite of the disquieting symptoms, there was no proof that we were a decadent nation, but our best elements must unite and organise, for we were confronted with a hard struggle. Some scoffed at patriotism, but what would the scoffers give us instead?

Dean Inge remarked that the present day popular culture had no roots. One of the most needful things in national education was the inclusion of intelligent teaching of English history.

THE SILVER MARKET.

LONDON, October 17th.

The silver market is quiet.

LONDON, October 18th.

The silver market is steady.

(Continued on Page 8.)

G. P. LAMMERT.

AUCTIONEER, APPRAISER AND SURVEYOR.

—Public Auctions—

THE Undersigned has received instructions to sell by Public Auction

on

SATURDAY, October 25, 1919,
commencing at 11 a.m.
at his Sales Rooms, Duddell Street.

A Selection of Cashmere and Tweed Suit Lengths, Superior Overcoatings, etc

High Grade Flannel Shirtings
(suitable for shirts & Pyjamas).

Also

A Quantity of Scarves (assorted colours), Wollen Socks, Brown & Black Socks, Atkinson Eau de Cologne, Atkinson Eau de Cologne Soap, etc.

And

One Lot of Superior Travelling Rugs.

On view from Friday, the 24th. inst.
Catalogues will be issued
Terms: Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, October 22, 1919

ON

TUESDAY, October 28, 1919,
Commencing at 2.30 p.m.,
at his Sales Rooms, Duddell Street

A Quantity of Valuable Household Furniture,

comprising:—

Teak hatstand with bevelled mirror, tapestry covered drawing room suite, easy chairs, teak overmantel, desk, bookcase, card table, Bronze ware, pictures, vases and ornaments,
etc., etc.

Teak dining tables and chairs, teak sideboard, chiffonier, dinner waggons, tea tables, ice chest, dinner service electro-plated ware, cutlery and glass ware,
etc., etc.

Double brass mounted iron bedstead, teak wardrobes with bevelled glass doors, teak dressing table, washstand, chest-of-drawers, toilet crockery,
etc., etc.

Also

A few pieces Blackwood-ware.

And

1 Remington typewriter,
1 Underwood typewriter,
1 Oliver typewriter,
1 Treadle Sewing Machine.

On view from Monday, the 27th inst.
Catalogues will be issued.
Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, October 22, 1919.

THE Undersigned has received instructions from A. H. KENWIN, Esq., to sell by Public Auction,

WEDNESDAY, October 29, 1919,
commencing at 2.15 p.m.,
at No. 5 Humphreys Building,
Kowloon,

A Quantity of Useful Household Furniture,

comprising:—

Chesterfield couch and armchairs, lady's blackwood desk & flower stands, teak writing table & bookcase, teak card tables, brass fender, Japanese screen, brass electric standard lamp & table fan, curtains, carpet, rugs,
etc., etc.

Teak extension dining table and morocco covered chairs, teak sideboard with bevelled mirror, teak ice chests, dinner services, teak flower stands, side tables, cooking utensils, rattan ware, etc., etc.

Teak twin bedsteads, teak single & double wardrobes with bevelled mirrors teak dressing table, tiled top washstand, chest of drawers, toilet crockery, etc., etc.

Also

1 Small Steel Safe by Herring-Hall Marvin Co.

1 Victrola with Records.

On view from Tuesday, the 28th instant.
Catalogues will be issued.
Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, October 22, 1919.

INTIMATIONS

METEOR GARAGE

Sole distributors of

MAXWELL CARS.

Automobiles for Hire and for Sale at reasonable Prices.

'Phone 2500.
65 Des Voeux Road Central.

現代美容藥
JUST RECEIVED

from AUSTRALIA a large shipment of LACTOGEN, UNSWEETENED CONDENSED MILK, STERILIZED NATURAL MILK, MALTED MILK and SWEETENED COCOA and MILK, sold at very reasonable prices owing to the present high rate of Exchange, especially for Retailers.

SHIU FUNG TAI & CO.,
Sole Agents for Hongkong and South China.
Nos. 47 & 48, Connaught Road Central, Hongkong.
Telephone Nos. 1239 & 2230.

DAIRY FARM NEWS.

Received direct from the
NORTHERN SCOTTISH FISHERIES
selected

FILLET HADDOCK
FINNAN HADDOCK
AND
KIPPERS.

BEAUTIFY YOUR HOME.

"Flowers beautify and make attractive the Home as nothing else can do."

FOR SALE

FLOWER AND VEGETABLE SEEDS.

GRAGA & CO.,
No. 10, Wyndham Street,
P. O. Box 620. Hongkong

JAPANESE MAKERS

Every kind of Footwear

MADE —TO ORDER

CHERRY & CO.,
PEDDER STREET,
Opposite Hongkong Hotel.
Telephone No. 491.
Hongkong, March 20, 1914.

MUMEYA

Japanese Photographers.

All kinds of Photographic Work done in latest styles also Passport Photos.

Developing and Printing for Amateurs a Speciality.

No. 8A, Queen's Road Central.
Tel. 254.

THE NEW FRENCH REMEDY.

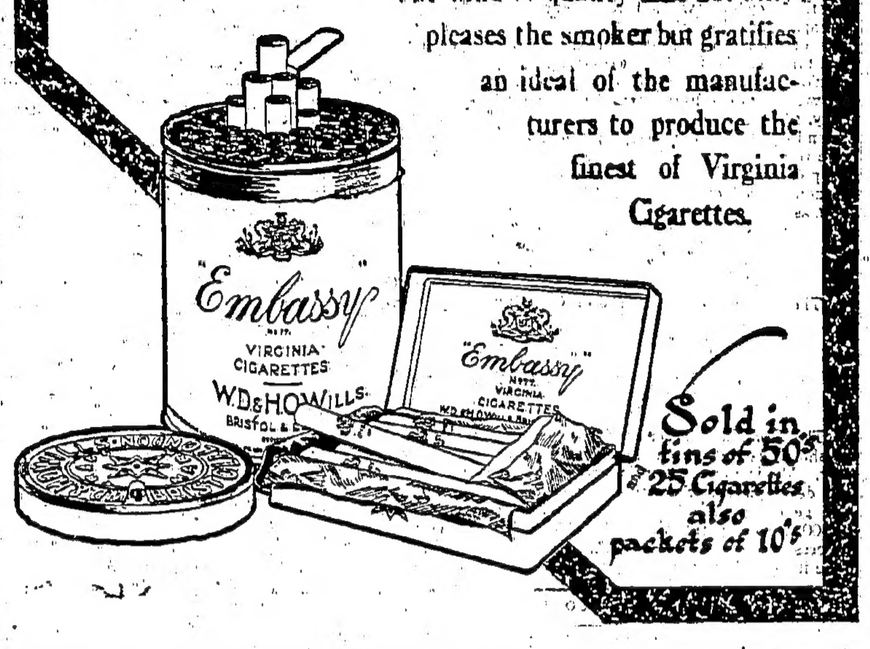
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

No. 1 for Bladder Catarrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses.
SOLD BY LEADING CHEMISTS EVERYWHERE.
DE LACLEF & Co., Hammersmith, W., London.
THE TRADE MARKS ... ON EACH BOX. ... GOVT. STAMP ATTACHED TO GENUINE PACKETS.

"Embassy" Virginia Cigarettes

Finest Quality

The kind of quality that not only pleases the smoker but gratifies an ideal of the manufacturers to produce the finest of Virginia Cigarettes.



This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

A DEAD CITY.

There are many dead and dying cities in the world, and they lie scattered in the most unheard-of places, from Siam to Rhodesia, from Mexico to Peru, from India to the hidden solitudes of Central Asia. It should give us pause to think of their number and of our own littleness in the scale of time. It should teach us, though it has never taught any of them yet, how transitory are even the mightiest habitations of men, by how slender threads great empires are held up from ruin. None of the men and women who thronged the streets of these cities could ever have conceived that places so full of the thrust and vigour of life would one day be buried in the strangling jungle or lie, without a sound of wheel or human voice, silent under the desert sand. There are many of these cities in the East, and it is often a puzzle to know what led to their desertion. After the fashion of the East, the traveller will be told all manner of fanciful histories, for, even to-day, the Oriental accounts all material and reasonable explanations secondary to metaphysical abstractions. So, according to local legend, these cities have been left on account of curses, miraculous events, prophecies, portents, the sudden whimsies of royalty, or the hysterical visions of holy men, but never through the malefactions of the being which was probably really responsible for the evacuation of at least half of them—the anopheline mosquito and her legacy of malaria.

But the romance of Fatehpur-Sikri needs no embellishment. For one thing, the city can be seen to-day with a man's own eyes, standing just as it was left three centuries ago, with every stone unworn, every gateway uncrumbling, every cornice and architrave sharp cut as on the day it left the mason's hands. The wonderful Indian climate, severe indeed but constant, has dealt kindly with it, and the soft red sandstone of which it is built shows no trace of weathering. And, for another thing, the story of its building is like one of those myths of the ancient world which we talk about as facts, because they are (or seem) so improbable that no one would be expected to regard them as the truth. It is bound up with one of the greatest of the world's rulers—Akbar. Since the days of Asoka, in the antedawn of history, India had known no such emperor, and she has known none of Asiatic blood since. Akbar himself was not, be it noted, an Indian. His line came from those cold and rigorous steppes of Central Asia which have given so many conquerors to the old world—which may, I venture to predict, if this self-satisfied western world is not careful, raise them up again.

These peoples have ever been wild and turbulent, their only law the law of blood, their only care their weapons and their fitness for war. It is the more singular that they should have produced a man like Babar, one of the greatest of soldier-conquerors, who, from his hard beginnings in Turkestan, wrought an empire that embraced all Hindustan. It was written of him that "of all his qualities, his generosity and humanity took the lead." His son Humayun, whose tomb you see in Delhi, proved an incompetent visionary who lost the grasp of the great kingdom left to him. His easy nature, in a land where sternness and strength have ever been the most merciful attributes of rulers, soon found him a dispossessed monarch fleeing for his life. A hunted fugitive, he fled through the burning deserts of Sind, and it was there, by a tree on the roadside, according to native tradition, certainly in very lowly circumstances, that his young wife gave birth to the great Akbar. They had to leave Sind, and travelled on into Afghanistan, where the lad passed his early years. His soldier's career began when he was but thirteen years of age, when he had to fight for possession of the throne which his father had partially regained. At the great Battle of Panipat where 200 years later a new race of conquerors was to decide its destiny in India, he and his great general, Bairam Khan, secured themselves in the kingdom which had been his grandfather's. At the age of fourteen this lad of Tatar blood had become an emperor. He it was who built the splendid city of Fatehpur-Sikri, now a home for prowling leopards and a Mecca for tourists.

It was shortly after the glorious but terrible siege of the Rajputs in their rock fortress of Chitor that the foundations of the city were laid. There was living at a village called Sikri, twenty-three miles out of Agra, a Mohammedan saint to whom the Emperor was in the habit of repairing, for he was a devout man, though great enough to be free from bigotry. The saint promised him a son who should live, the great desire of Akbar's life, for he had had two sons who had died. Undoubting the saint's promise, the Emperor built himself a palace on some high ground near the village, and this was the nucleus of the new city. It was called Fatehpur (City of Victory), in commemoration of the recent conquest of Gujarat. The saint's promise was fulfilled, for the Emperor's wife, living at Sikri gave birth to a son who became the famous Emperor Jahangir. His faith being thus crowned, Akbar enlarged the city, and built a great wall round it. Such is the great city whose empty walls stare out over the swamps towards the distant hills of Bhurtpore.

Akbar seems to have been one of those fine spirits whose genius never stands still, whose horizon goes on broadening from year to year, even into old age. He built in his new city a great hall of learning—a sort of prototype of a university,—to be used by all classes of men who reverenced knowledge. Every Friday he would repair thither and converse with the learned, disputing with and rewarding them. He was constantly beset by the fanatics of his own creed, who were furious that he did not recognise their paramountcy, and imagined that they were belittled because they were not supreme. He was proof against their subtleties, and refused to allow his reason to be warped. Within the great hall where now the ink-black shadows fall through open doorways on to the untrodden pavements, took place one of the greatest trials of strength between warring creeds that history recalls. Akbar had sent for a Jesuit priest, Padre Rodolpho Aquaviva, a missionary of Goa, to visit Agra, for he had heard much about the religion of Christ, a religion which accorded well with his own charity and magnanimity. There were gathered Brahmins and Buddhists, Jains and Parsis, Christians and Mohammedans, and each spoke in turn. The native historian pours ridicule on the venomousness of the attacks of these theologians on one another, and describes the verdict of the Emperor, calm and impartial, enjoining them to practise sincerity.

It must have been a hard blow to the disputants, who had probably never questioned that their fanaticism and bigotry were sincerity at its most sincere. Three centuries before the English did it Akbar did his best to stop the abominable practice of suttee, and dealt severely with the priests who goaded on the miserable women to perform it.

In those days India knew a peace and order it had never known before. And it all centred in this empty city, where now the tourist rumbles, prying into the very arena of ancient Indian nobles, bringing his noisy motor-car to the gateways which once knew nothing but the soft pad of the feet of great elephants hung and bedizened with scarlet and gold. The cobra withdraws furtively into the dark recesses where once the languid women spent the noonday heat, for he has made it one of his special haunts. And in the wild riot of flowering shrubs the peacock struts and spreads his tail.

SUNSHINE AND COMMON SENSE.

DON'T doctor your blood for rheumatism. Use an external application of Chamberlain's Pain Balm. In a few days it will get you up and out into the sunshine, then Nature will restore the rich red blood to your veins and soon rid the system of this troublesome disease. For sale by all Chemists and Storekeepers.

NOTICES.

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

THE HING WAH PASTE MFG. CO., LD.

HEAD OFFICE: Nos. 47 and 48, Connaught Road Central, Hongkong.
Tel. No. 1239 & 2230.

TRADE MARK.

We have now a large stock of fresh and superior Macaroni, Paste Stars, Egg-noodles, Vermicelli and all kinds of Soup stuffs, all produced from Flour of Best Quality, sold at very reasonable prices.

Large quantities have been exported to various important cities in the World.

Terms moderate, especially for Agencies. Orders executed promptly.

Inspection and Enquiries are cordially solicited.

HOTELS AND CAFES.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,
HOTEL MANSIONS,
THE REPULSE BAY HOTEL,
(To be opened 1st January, 1920.)

J. H. TAGGART,
MANAGER.

THE PEAK HOTEL.

1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of—
Mrs. BLAIR.

KING EDWARD HOTEL

CENTRAL LOCATION

ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting throughout. European Baths and Sanitary Fittings, Hot and Cold Water System throughout. Best of Food and Service.
Telephone 373. Telegraphic Address:—"VICTORIA."
J. WITCHELL, *Manager.*

PALACE HOTEL

KOWLOON.
(Two minutes from Star Ferry).

Recently renovated and refurnished, electric light and fans throughout and entirely under new management. Cuisine under the personal supervision of the proprietor. Bar and Billiard Rooms. Terms moderate. Special terms to families on application to
Telephone K. 3. Telegraphic Add.: "PALACE"
J. H. OXBERRY, Proprietor.

CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)
ICE HOUSE STREET.

Under American Management. Nice and quiet yet only a few minutes walk from the Banks and Central District. 42 Bedrooms, Excellent Cuisine, scrupulously clean. Moderate Terms. Monthly and Family Rates on application to the Proprietress. Launches meet Passenger Boats.
Telegraphic Address "CARLTON." MRS. F. E. CAMERON.

THE ALEXANDRA CAFE

(OPEN TILL MIDNIGHT.)

Noted for:—
THE BEST TIFFINS AND DINNERS.
FILLET HADDOCKS.
ICES AND ICED DRINKS.
CAKES AND PASTRIES.

Dinner and Picnic Parties catered for.
A European Café under European Supervision.

Tel. 909. Tel. 909.

BLUE BIRD

ICE CREAM PARLOUR AND CONFECTIONERS

CHOCOLATES
Plain Sweet Vanilla Chocolates 60 cts. per lb.
Home-Made Assorted Chocolates $1.40 per lb.
Hembey's Nestle's and Borden Chocolates
California "Star" Chocolates 35 cts. per pkt.
American Chocolates $1.40 per lb.
COCOA
Imperial Cocoa .. 40 cts per ½
Fai-Ee " " "
Chirardelli, Breakfast Cocoa .. 30 cts. per ½

TANG YUK, DENTIST,
Successor to
the late SIEN TING,
14, D'AGUILAR STREET.
TERMS VERY MODERATE
Consultation free.

FRENCH LESSONS

G. MOUSSION.
15, Morrison Hill Road.

Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Share, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage

Codes used
Bentley's
A B C 4th & 5th Editions.
A 1 Telegraphic Code.

Telegraphic Address
"MEIRION" HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction,
(For Account of the Concerned.)
on

SATURDAY,

October 25, 1919, at 10.30 a.m.,
at their Sales Rooms, No. 8,
Des Vœux Road, Corner of
Ice House Street,
Travelling Rugs, and Woollen Goods,
Tennis Shoes and Boots
(Superior Quality)
Slazenger Tennis Balls, (1919)
Foot Balls,
Two Telescopes by well-known makers
and two pairs Prismatic Binoculars,
Typewriters,
Sundry Household Furniture,
and Miscellaneous Goods.
Several cases Blue-black Ink.

Terms :—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, October 18, 1919.

(For Account of the Concerned),
on

SATURDAY,

October 25, 1919, at 10.30 a.m.,
at their Sales Rooms, No. 8,
Des Vœux Road, Corner of
Ice House Street,—
A small consignment of high grade
CHOCOLATES,
as follows :—
Aristocratic, Favourite, La Duchesse,
Opera, Burnt Almonds, Toffee de Luxe,
La Marquis, Cameo,
&c., &c., &c.
to be sold in lots to suit purchasers.

Terms :—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, October 22, 1919.

(For Account of the Concerned),
on

MONDAY,

October 27, 1919, at 12 noon,
at their Sales Rooms, No. 8, Des
Vœux Road, Corner of
Ice House Street,
One "Wood" Mobillette 2 seater
4 cylinder
MOTOR CAR,
(second hand).

Electric starter, lights and horn,
hand horn, and accessories, with spare
wheel and tyre.
GOOD RUNNING AND WORKING
ORDER.
Inspecting orders may be had from
the undersigned.

Terms :—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, October 22, 1919.

G. R.

THE Undersigned have received instructions from THE HON. THE DIRECTOR OF PUBLIC WORKS to sell by Public Auction,
ON

TUESDAY,

October 28, 1919, at 5.30 p.m.,
AT CAUSEWAY BAY,
The House Boat,
"LADY GODIVA,"
Length ... ... 44 ft.
Beam ... ... 12 „
Draught ... ... 6 „ 3 inches.
Coppered below water line.

Lead keel, two cabins, lavatory,
shower, bath, &c.,
Complete with sails, awnings, screens,
anchors and chains and all accessories.
On view now.

Terms :—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, October 18, 1919.

JUST ARRIVED
A quantity of New
FILM PACKS
$1.00 per pack of 12.
MEE CHEUNG
PHOTOGRAPHER.
Ice House Street. Tel. 1013.

FOR SALE.

THE Undersigned have received instructions to sell at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,

16 feet, sailing Dinghy equipped with 2 H.P. cut board Caille Motor
(magneto ignition)
complete with sails, sculls,
&c., &c.

Also

Outrigged racing skiff about 21 feet long with sliding seat and pair of sculls, (newly done up).

The above craft are in good condition and are being sold due to owner leaving the Colony.

Particulars from the Undersigned.

Terms :—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, October 2, 1919.

G. R.

NOTICE.

ALL PERSONS with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony.

All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION of PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non compliance is a fine not exceeding $50.

E. D. C. WOLFE,
Captain Superintendent of Police.

Hongkong, September 22, 1919.

A. KWAI & CO.
13 & 19 Connaught Road Central, HONGKONG.
"NAVY CONTRACTORS"
Ship-Chandlers, Coal Merchants,
Sail-Makers, General Storekeepers
AND
Soap and Soda Manufacturers.
Cable Add. "AKWAI". Tel. No. 1868.

Nickelplated & White Ware
BATHROOM FIXTURES
New Stock Just Unpacked.

C. E. WARREN & Co., Ltd.,
30 & 32, DES VŒUX ROAD, C.

ASAHI BEER

SOLE AGENTS:
MITSUI BUSSAN KAISHA.

PUBLIC AUCTION.

By Order of the Mortgagees.

MR. GEO. P. LAMMERT has received instructions to sell by Public Auction.

On FRIDAY,

the 31st day of October, 1919, at 3 o'clock in the afternoon at his sale room in Duddell Street, Victoria, Hongkong.

The Steamship "ASIA"

of 1061 tons now lying in Kowloon Bay in the Harbour of Hongkong together with all the furnitures Stores equipment and appurtenances now on board.

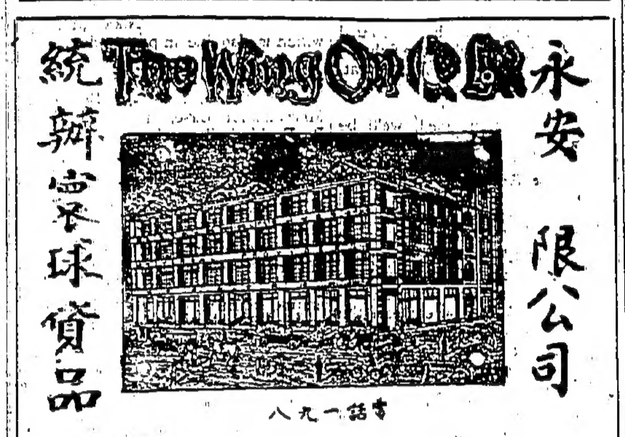
IN ONE LOT.

This Ship is a Chinese ship registered in Canton and is constructed of steel. She has the following dimensions namely Length 262 feet Breadth 32 feet 6 inches and Depth 18 feet 9 inches and her speed is about 10 knots.

For further particulars and conditions of Sale and for orders for inspection of the vessel please apply to

MESSRS. KUNG YUEN,
223 Wing Lok Street
or
MESSRS. DEACON, LOOKER
DEACON & HARSTON,
No. 1 Des Voeux Road Central
Vendor's Solicitors
or to
MR. GEO. P. LAMMERT,
The Auctioneer.

Hongkong, October 13, 1919.



UNIVERSAL PROVIDERS
Most up-to-date and Cheapest House in Hongkong.
Address: DES VŒUX ROAD AND CONNAUGHT ROAD CENTRAL.
Telephone: Nos. 196 & 198

JARDINE, MATHESON & Co., LTD.,

ENGINEERS and LAUNCH BUILDERS.

MARINE MOTORS OF ALL POWERS IN STOCK.

Works:—POOTUNG, SHANGHAI.
Sole Agencies:—STERLING & EVINRUDE MOTORS.
MAKERS "EWO" MOTORS.

Associated British Machine Tool Makers, Ltd.
A.B.C. Boiler Enamel.
Rexine Ltd., (Leather-cloth).
Edgar Allen & Co., Ltd., (Tool Steels, &c.)
"Sarco" Steam Traps, Temperature Regulators, &c.
Linotype & Machinery, Ltd.
Pulsometer Engineering Co., Ltd.
T. & W. Smith Ltd., (Wire Ropes).
Imperial Light, Ltd.

LA FAVORITE.

9 BEACONSFIELD ARCADE.

LADIES' DRESSES,
EVENING DRESSES,
AFTERNOON GOWNS,
GOLF KITS & DRESSES
For all Occasions.

Parisian Cutting is our Speciality. Parisian Styles.

CIGARS! CIGARS!

JUST ARRIVED FROM HOLLAND A CONSIGNMENT OF

"FLOR DE ROELOFS"

FIRST CLASS DUTCH CIGARS.

Apply for Quotations and Samples

Sole Importers

"TRANSMARINA" Trading Company,
Hotel Mansions.

TRIALS SOLICITED BY
JAMES STEER
THE CHRONOMETER AND WATCH MAKER
(Contractor to H.M. Naval Yard.)
9, Ice House Street, Hongkong.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS, $1. PREPAID.
Every additional 5 words 4 Cents.

TO LET.

TO LET.—A SHOP in Nathan Road, Kowloon. Apply to HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings.

TO LET.—A Vacant Plot of LAND at Yau-ma-ti. Apply to—THE HONGKONG LAND RECLAMATION CO., LTD.

TO LET.—A VACANT PLOT of LAND, Praya East.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

FOR SALE.

CODE.—Silva's CHINA PRODUCE CODE is just what every EXPORTER of CHINA PRODUCE should have in his office. It is easy to work and minimises considerably one's cable expenses. Apply to A. E. DA SILVA, 16, Des Vœux Road Central, (above Alexandra Cafe).

INTIMATIONS.

ROYAL HONGKONG YACHT CLUB.

THE COMMODORE and MEMBERS of the above Club will be AT HOME to their friends at the CLUB HOUSE, North Point, TO-MORROW (Saturday) 25th inst., from 3 to 6 P.M. on the occasion of the OPENING CRUISE and presentation of prizes by H. E. the Governor SIR R. E. STUBBS, K.C.M.G.

The ATTENDANCE of LADIES is specially requested.

F. SMYTH,
Commodore.

Hongkong, October 21, 1919.

ROYAL HONGKONG YACHT CLUB.

THE OPENING CRUISE of the above Club will take place TO-MORROW (Saturday) 25th inst., at the Club House, North Point.

The attendance of Members and friends is requested from 3 P.M onwards.

R. E. MACDOUGALL,
Hon. Secretary.

Hongkong, October 20, 1919.

HONGKONG JOCKEY CLUB.

MEMBERS are reminded of the HALF YEARLY MEETING called for on SATURDAY, the 1st November, at 12.30 P.M., at the Offices of the JOCKEY CLUB, on the Ground Floor of the Hongkong Club Annexe, Chater Road.

By Order,
G. W. GEGG,
Acting Clerk of the Course.

Hongkong, October 18, 1919.

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of A. S. WATSON & CO., LIMITED, will be held at the HONGKONG HOTEL, on the 5th day of November, 1919, at NOON, when the subjoined resolution, which was passed at the Extraordinary General Meeting of the Company held on the 20th day of October, 1919, will be submitted for confirmation as a Special Resolution.

"That the new Articles already "approved by this Meeting, and for "the purpose of identification subscribed by the Chairman thereof, be "and the same are hereby adopted "as the Articles of the Company to "the exclusion of and in substitution "for all the existing Articles "thereof."

Dated the 21st Day of October, 1919, Hongkong.

JOHN D. HUMPHREYS & SON,
General Managers.

NOTICE OF REMOVAL.

NOTICE IS HEREBY GIVEN that the BRANCH OFFICE of the LIVERPOOL AND LONDON & GLOBE INSURANCE COMPANY, LIMITED, will on an after the 27th instant be transferred to St. George's Building, (Second floor), Chater Road, Hongkong.

Telephone No. 200—P. O. Box 451.

RIGBY H. P. KEWLEY,
Acting Local Manager.

Hongkong, October 21, 1919.

BOXING.

BY permission of the Chaplain, boxing, ball-punching, &c, will be taught by the well-known boxer, "KID" Marriott, at the SEAMEN'S INSTITUTE, 21, Praya East, Wanchai, twice a week, on TUESDAYS and FRIDAYS, from 5.45—7.15 P.M. Special lessons by arrangement. Will any who wish to have lessons please apply to The Manager MR. R. W. BRISTOW. Terms by arrangement. Pre-payment requested.

Telephone 2374.

NOTICES TO CONSIGNEES

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

From NEW YORK.

THE Steamship
"CITY OF FLORENCE,"
having arrived, Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 22nd October will be subject to rent.

All claims against Steamer must be presented to the Undersigned on or before the 29th October, 1919, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 21st October, at 9 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LIMITED.
General Agents.

Hongkong, October 15, 1919.

NOTICES.

FOR
CARS on HIRE

Experienced Chauffeurs
and
Expert Mechanics.

A Large Number of
New and Comfortable Cars
Always in Readiness.

Phone
977 & 2589

MERCURY GARAGE CO.,
59-61 Des Vœux Road Central.

Arrangements
for Special
Occasions

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT.

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

LONG HING & CO., PHOTO SUPPLIES,
Kodaks and Kodak Films, &c., &c.
DEVELOPING & PRINTING A SPECIALITY.
No. 17, QUEEN'S ROAD CENTRAL, HONGKONG.

HORLICK'S
MALTED MILK

(Full-cream milk enriched with barley and wheat)

The Ideal Food-Drink for all Ages.

Science affirms its superiority. Experience confirms. Gives strength and maintains it. Generates heat and conserves it. Builds Bone, Brain & Brawn. Refreshing and delicious. Easily digested and quickly absorbed.

Ready in an instant by the simple addition of hot or cold water.

IMPORTANT NOTICE.
ORDINARY MILK is not always pure ; HORLICK'S is guaranteed uniformly so.
ORDINARY MILK is unsafe unless cooked ; HORLICK'S is safe and needs no cooking.
ORDINARY MILK often disagrees ; HORLICK'S never does.
ORDINARY MILK deteriorates quickly ; HORLICK'S keeps indefinitely.
ORDINARY MILK is seldom available when wanted; HORLICK'S is always at hand.

HORLICK'S may be used in Puddings, Bread, Cakes, Custards, etc., in place of ordinary milk.

Sold by Chemists and Stores.

HORLICK'S MALTED MILK CO., SLOUGH, BUCKS., ENG.

THE HOTEL ASIA

WEST BUND, CANTON.

Large and airy rooms, Electric light and fans. Hot and cold water service. Lift and telephones. Excellent Cuisine. Every modern convenience provided.

Bar and Billiard rooms. Roof garden. Cinematograph Theatre.

Situated in the highest building in Canton, affording a splendid view of the whole City and suburbs. Opposite the Canton Steamers' Wharves and two minutes walk from Shameen.

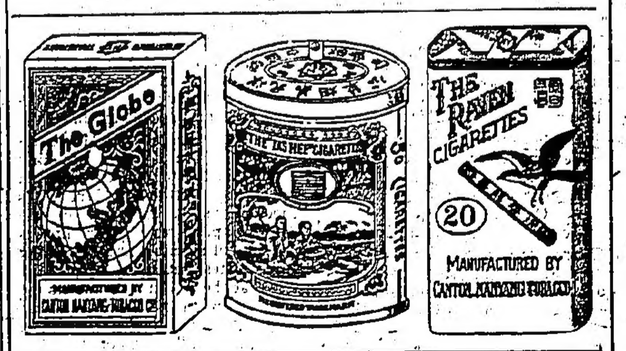
Special monthly and Family rates may be had on application.

UNDER THE MANAGEMENT OF THE
SUN COMPANY, LIMITED.

These Cigarettes are made of selected Mild leaf tobacco and quite harmless to those who are accustomed to inhale.

NANYANG BROTHERS TOBACCO CO.

165, Des Voeux Road, - - Hongkong.



六十五號 雙鶴牌 仰德路共和街 敬請諸君 凡我同胞 天下無雙 華人製造 東亞吸煙 香港總發行所 廣東南洋兄弟煙草公司

MARRIAGE.

SMITH—BUNJE.—At St. John's Cathedral, on October 23, the Rev. Copley Moyle officiating, Eleanor Smith, of New York, to Emil Bunje, of Hongkong.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, FRIDAY, OCT 24 1919.

ADVERSARIA.

NOTE OUTLINE FOR A THE IDEA

The other day, moot-ing a proposal for a debating society in Hongkong, we pointed out that the "Public Opinion" column of the *China Mail* was as good a forum as any debater could desire, and more frequently accessible than any vocal debate would be likely to be. A correspondent, Mr. C. Leveson, seems to have regarded that as an offer of about two columns of our space "every Saturday." The only thing he regrets is that what he has to say on "After Death," and kindred subjects, he feels it impossible to convey "in a few lines or even columns." We all feel like that sometimes. The point is that in any properly organized debating society he would be obliged to limit his discourse to a certain length (there are others) and to stick to his subject. The only interference an editor applies to his correspondence columns is precisely that which the chairman at a debate applies. This is necessary, not for the convenience of the editor or the chairman, but for those they serve.

LOGORRHOEA. How necessary such a functionary is in the case of contributors like Mr. Leveson will now appear. After a couple of sticks of preliminary "cackle" (a "stick" being a compositor's tool which holds a convenient handful of lines of type) he proceeds:

> Tell me O swan, your ancient tale.
> From what land do you come, O swan?
> To what shore will you fly?

There are a dozen more lines of that, which is offered as from the "Songs of Kabir," but we are offered nothing to show its connection with the theme of life and death. No doubt there is a connection in the mind of Mr. Leveson, but that is not enough. He must show other minds the connection. He must, as the saying is, put it across and get it over. He doesn't even tell us whether the swan, like Balaam's ass, answered back.

IRRELEVANCE. He supposes himself to be answering, if you please, Mr. W. Hill's admirable and closely reasoned little essay published in the *China Mail* the other day. It is to us as though an abacus had propounded a sum in arithmetic, and was being criticised by a bagpipes. He says the clay is dead to the tree that grows in it. The tree is dead to the insect creeping on it. The insect is dead to the singing bird in the branches. And so on. That is a trick of debate which cannot pass. Unconsciousness is not death. Moreover, even the unconsciousness is not proven. When he says that "life and death became two separate and contrary entities only after the Fall" we throw up our hands and cry "Kamerad." He is talking in some language we do not understand. Nor, we fear, does he. How can death (except by poetic imagery as the Reaper) be spoken of as an "entity"?

"FORBIDDEN FRUIT." He says that the "forbidden fruit" in the Eden myth was what we call Science; that before acquiring that our first parents enjoyed only cosmic consciousness (like a tree?); and so he gradually approaches this perfectly splendid and unassailable postulate. We like it so much that we are going to give it a paragram all to itself, thus:

> "What I mean to say is that life can never be absolutely non-life or lifelessness for the simple reason that it *is* life."

We are irrevocably convinced that that is one of those perdurable and true truths that have reverberated through the minds of every man, woman, and child for centuries, and that the scoundrel who would deny it deserves the unanimous reprobation of all decent society. But we really cannot afford a couple of columns in the *China Mail* every Saturday to establish such propositions. It wouldn't be fair to our contributor Mr. Hill, who was content with less than half a column, and who in that space did manage to say something cogent and clear, without hyperbole, analogy, allegory, or dependence upon any folk-myth.

HIS POINT. The nearest Mr. Leveson comes to making any sort of point in answer to Mr. Hill's ratiocinations is exhibited in the following passage: "Our life is made up of running and vanishing mental states, but who can prove it to us that the 'I am' [he means the ego] cannot function on a higher plane than that of the Tree of Knowledge or Mind?" Mr. Leveson is as bad a logician as Bentham was, when, by exercising his moral sense, he discovered that there is no such thing as a moral sense in man. Despising mind as lower than the hypothetical "plane" to be proved, Mr. Leveson does his despising with his mind, imagines the "higher plane" with his mind, and asks his opponent to prove (a mental process) *to his mind* a negative.

THE EGO. He is, of course, labouring under the common illusion that the ego is proved by its apparent continuity during life. In fact he says so, in this style, which is much more lucid than the rest of his contribution. "Mr. Hill as a foetus is dead and buried in Mr. Hill the infant and the infant is dead and buried in the schoolboy and so on to manhood. Nevertheless the 'I am' in the midst of all these lives and deaths is still the identical, self-same being." He is wrong there. It is not. Mr. Hill the foetus had no desire to explain the riddle of the universe to himself or to others. Mr. Hill the infant was too keen on the Drink to bother with such things. The ego of Mr. Hill the adult philosopher is not the ego of the Master Hill who played marbles. The ego might almost be expressed in his successive ages, since it is at all times a progressive sum. Think of the 'I am' as a sum, please. At 8 years of age Mr. Hill (or the sum) said 'I am," and of 4 plus 4 he (or it) said, "That's me." The sum has grown since, but it is still the "I am" to itself. It could not be otherwise. When the duster of death wipes the chalk off the board, there is no more 'I am.' Mr. Leveson says there is, on some "higher plane" where they don't use arithmetic, and where (he defies you to prove the contrary) two plus two may make eleven, for all we know.

LIFE AS AN ANTISEPTIC. The most striking argument he makes is this. "The physical embodiment of life is its best test. For there is nothing so prone to death or decomposition as our body, and yet life can maintain it healthy and fresh for 100 years—a powerful antiseptic in the midst of a furious conflagration of decomposition!" That thought persuades him that life is something separate from the body, and therefore capable of persisting after decomposition. If it is an independant something called life which preserves the body for 100 years, why does it not carry on? Why does it tire? If in the the 100th round death gives life the knock-out, why surmise that it is not permanently knocked out? Why continue to call it the champion? The antiseptic argument is good for a century, but not for eternity.

SHORT LETTERS ON EVERY-DAY SUBJECTS. If we have not offended Mr. Leveson by our method of declining his weekly contribution, with thanks,—and our pleasantries are not meant to be offensive—we would invite him to look about him, to bring his mind back from the sublunary "plane" on which it is wandering, and see if he cannot use it to help us make every-day life pleasanter and more profitable. Not that philosophy is barred as a subject, but that it is better to have it handled at shorter length, in simpler, straighter thoughts, by those who know some thing about it. Mr. Leveson has convinced us that he doesn't know what the ego is. We would like to challenge him to tell us, "What is a policeman?" This is not one of those silly "catch" conundrums It is a serious problem for students of sociology. After a reasonable interval, we will ourselves submit an answer, and prove that it is not a frivolous question, but one that proves or disproves a man's thinking capacity. The most ignorant coolie can tell the Government what he wants; but only the thinker is entitled to tell the Government what is expedient and right. And even he will tell it wrong.

TO ENTICE GLOBETROTTERS. Once in a while somebody is sure to ask us why we don't do more to persuade, why we don't do more to induce the Government to persuade, the globetrotters to stay longer in Hongkong and so leave more of their money here. They have it all taped out in their minds. Develop Hongkong as a tourist resort. Provide attractions, good accommodation and facilities, and advertize. Look what clever "boosters" Americans are. Even now a New York hotel syndicate, co-operating with San Francisco and Honolulu, has given the great Chester Doyle $20,000 to come to the Far East and travel about for a year, boosting for that route and those places. That is so. Give us $20,000 and send us over to the States and we'll make such a noise there about the beauty and charm of Hongkong that the Hotel Company will have to put up tents on the roof and hire the jail as an annexe for millionaires. We are not against the proposition of making Hongkong more attractive than it is (and that's some) nor of advertising its attractions, But this is the way we look at it.

FIRST A TRADE EMPORIUM Hongkong is primarily a trade emporium. By and for trade it lives, Its regular residents are in trade or hangers-on. Globetrotters would shove up prices, and the regular resident would be penalized without receiving any corresponding benefit. The Hotels, the restaurants, and such retail tradesmen as cater for globe trotting buyers are the only ones who would gain by an influx and prolonged stay of these people. The others, all the others, so far as we can see, would lose by them. The shipping people must be neutral, since their only interest is in bringing the globetrotter here and taking him away. It cannot matter to them how long he stays. We ought to be in favour of the proposal because it is certain they would all buy *China Mails*, if only to send Home and prove to their friends in the States that, contrary to common American belief, there is such a thing as a live British paper. But that's the way we see it, and we cannot help it. They do raise prices for local residents. And they do patronize us so. "Yes, I certainly think the buildings in Hongkong are fine. They are very fine, finer than any I've seen in the O-rient. But you should just see the main street in my home town of Bloggsville, Wis." For that sort of thing the present writer had to shoot one of them at Nikko years ago. We hid the body behind the third pillar of that big temple just past the second clump of bamboo. So far as we know it was never found, and it doesn't matter now because we can prove an alibi. But they are sometimes awfully provoking. We've got more of them here right now than we know what to do with.

DEFENCE CORPS. Whatever rogues like Winston Churchill may do, the local Government may not quibble about the date when the period mentioned in the Conscription Ordinance has arrived. "Six months from the conclusion of the present war" ought surely to be six months from the day when we officially celebrated Peace, for peace being the antithesis of war, the celebration of peace cannot but be the celebration of the cessation of war. It might have been argued that the war ended when the fighting stopped, but we don't join in that. Fair's fair, and if the Government stands to its own acts, the official Peace celebration included, we'll be satisfied. That Ordinance comes automatically to an end on January 19th, 1920. But there is no good reason why our Defence Corps should not be more or less tacitly released before that. They've done more than "their bit," and any attempt to squeeze more out of them will be mean. Moreover, a considerable proportion of them will surely join the new volunteer organization that is projected, while in their present mood. But if the Government by its attitude changes that mood, and gets them "fed up," they will not, and the new organization will suffer. There is that for the Government to consider.

9D. FOR 4D. AND SOMETHING FOR NOTHING. When the Government takes over land it usually pays through the nose for it. It has recently been established by law at Home that, Dora or no Dora, the Government cannot take property for nothing. Is there any property more valuable to a man than his time and his liberty? We personally would see little objection to conscription if compensation accompanied it, because after all it is a measure designed, rightly or wrongly, for the good of society at large. But as it hits only sections of society, there ought to be compensation out of our social resources in order to approximate equality of sacrifice. This idea was behind the Labour talk about conscription of wealth, and is quite sound, though their methods of conscripting wealth might not be. What we maintain is that all soldiers surrendering their liberty and or risking their lives for the good of society should be well paid for it. Here in Hongkong there is actually some doubt as to whether the Defence Corps, to say nothing of the Police Reserves, should be given a measly medal. It is outrageous. A dozen medals per man, with the O. B. E. thrown in as make weight, wouldn't amount to compensation.

RETRENCHMENT OR ENTRENCHMENT? If Mr. Lloyd George honestly intends retrenchment, which is sorely necessary, there are very obvious directions in which he can make a good start, without long deliberations. He can, for instance, tell Winston Churchill to resign, and stop the expenditure on the Russian side show, which is costing millions a month. He can sell all the departmental motor cars and let our well paid ministers and generals pay for their own transportation, instead of, as now, maintaining an army of chauffeurs for an army of red-tape manipulators. He can (instead of proposing an increase of ministerial salaries) make an all round reduction for the make of example. They wouldn't starve on a thousand a year, and such a reduction would show good faith. He can—but what's the use? They don't mean what they say, those fellows. They are "on the make" quite as much, if not more than some of the "profiteers" they have legislated against. If we were privileged like Sir Edward Carson, we would be tempted to say that the first step to retrenchment is entrenchment—meaning sansculottes and barricades. But in that sort of talk Carson has an officially granted monopoly.

LOCAL AND GENERAL.

To-day's dollar is worth 4/5 7/16d.

To-day's return of communicable disease shows one case of enteric and two of gastro-enteritis.

A mail from the U.S., Canada, Shanghai and North China arrived this morning by the s.s. "Empress of Japan."

Commodore, Mrs. & Miss Gurner have come down from the Peak and taken up their residence on H.M.S. "Tamar."

Mr. R. O. Hutchison resumed his seat on the Bench this morning at the Police Court as first Police magistrate.

The opening cruise of the Royal Hongkong Yacht Club will be held to-morrow afternoon. Guests are invited for 3 o'clock.

The Hing Wah Paste Manufacturing Co.'s new factory opposite the "Bay View" Police Station will be formally opened to-morrow afternoon.

On the occasion of the anniversary of the Emperor of Japan on Friday, the Japanese Consul will be "At Home" at the Hongkong Hotel from 5 to 7 p.m.

A Shanghai and North China Mail is due to-day by the s.s. "Suiyang," while a mail from Japan is expected by the s.s. "Nikko Maru," which is also due in port to-day.

Mr. W. E. L. Shenton representing the plaintiff in the recent Bernardo Matrimonial Case, informed Mr. R. E. Lindsell at the Police Court this morning that the parties had agreed to a settlement.

Sergeant Major H. J. Loder, R.A.M.C. was the lucky winner of a handsome Silver Cup presented by Major D.L. Harding, D.S.O., R.A.M.C. for best revolver shooting at the annual course. The Major is to be commended for his thoughtfulness in supplying such an appropriate incentive to his men.

The opening dance of the season in connection with the Royal Naval Quadrille Club took place at the Seamen's Institute on Tuesday last and despite the inclemency of the weather a very large gathering was present. Music was supplied by Mrs. Titmas at the piano and the duties of M.C. were ably carried out by Victualling Chief Petty Officer Langford. The President of the Club, Chief Writer T. H. Smith welcomed all present on behalf of the club and explained the reason of the change of hall from previous years. The dancing floor was in splendid condition owing to the untiring efforts of M.A.A. Beal and the dance was quite a success. It is hoped the succeeding ones will be likewise.

MARINE COURT.

SHIP MASTER CHARGED.

Before Captain Taylour, *R.N.* this morning at the Marine Court, R. Jacob Nogueira, Master of the s.s. "Hoi Ping" was charged with carrying passengers when no intimation was received at the Harbour Office, and with unlawfully misrepresenting the number of passengers carried on his ship on his application to the Harbour Master for a port clearance.

Defendant pleaded "guilty."

Sergeant Parkins stated that at 6.30 p.m. on the 10th, while he was on duty in a launch, he stopped and boarded the ship off Castle Peak Bay. He found forty passengers on board, who were not mentioned in the clearance papers. Defendant told witness that he did not know that there were passengers on board. It was the duty of the ship's compradore to know.

A clerk of the Clearance Office said that defendant went to the office twice in respect of the clearance of the ship, and did not mention to him any passengers.

His Honour said it was quite possible that the summons should have been served on the owner of the ship.

The case was remanded until to-morrow.

HONGKONG ELECTRIC CO. LTD.

INCREASE OF CAPITAL.

At a meeting of the Directors of the Hongkong Electric Co Ltd., held during the week, it was decided to shortly apply for power to increase the capital of the Company to $3,000,000, to capitalize the reserve fund of $600,000 by issuing one bonus share for every old share, and to issue a further 120,000 shares at $10 per share to Shareholders, leaving 60,000 shares to be issued at some future date, should the necessity arise. The new capital will be required for the extension of the Company's plant. The necessary extraordinary meetings for the purpose will be called in due course. It is not anticipated that the above issue will take place until the commencement of the Company's next financial year, viz, 1st March, 1920.

CRIMINAL SESSIONS.

WOUNDING A EUROPEAN SERGEANT.

The hearing of the case in which a Chinese named Tang Sang is indicted for wounding Sergt. Lannon of the Police with intent to murder: with maliciously shooting with intent to prevent his lawful arrest; and with maliciously wounding Sergt. Lannon with intent to disable was, after several witnesses had been heard, adjourned by the Chief Justice until this morning.

The hearing was continued this morning when Yue Fat, the keeper of an opium divan in Tatit Street, Samshuipo was called by the accused as witness for the defence.

Replying to his Lordship this witness said he knew the accused. He first made his acquaintance ten or twenty days before his arrest. He used to come to witness' divan to smoke opium.

By the accused: It was true that on August 24 he slept all night in witness' divan.

By his Lordship: The accused did not leave the divan on the night in question. That was the only occasion the accused slept in his divan.

By Mr. Pollock: Witness fell asleep soon after 6 p.m., and did not awake until 10 o'clock. He did not know what the accused did while he was asleep. It is only 10 minutes' walk from his divan to the junction of Bedford and Taipo Roads. When witness awoke at 10 p.m., the accused was still in the divan. He did not leave the place until 6 a.m., on August 25 when he said he was going to catch a train and return to the country. Witness remembered that it was raining on the night of August 24.

By his Lordship: He saw the accused come into the divan soon after 6 p.m., on August 24. Witness was then talking with some of the other customers. The accused sat down for a while and then went and laid down on a bench and smoked opium. Witness also smoked opium. He saw the accused fall asleep and soon afterwards he too dozed off. When he awoke at 10 p.m., the accused was still asleep in the same position as when he saw him at 6 p.m. Witness had two benches in the divan. The accused may have left the divan while he was asleep. There were two or three men—all coolies—in the divan besides witness and the accused wore a suit of pongee silk when he visited the divan. Witness said he had no *fokis* in the divan. The coolies who must have seen the accused have already left the district.

After Sergt. Henderson had deposed to taking down the last witness's statement at the Samshuipo Police Station, the last witnesss was recalled and in reply to Mr. Pollock said the other men in the divan were earth coolies. Insp. Gerrard had asked him to find those coolies but he told him he did not know where they were.

Asked if he had anything to say the accused said:—According to the evidence given in court, the Sergeant's assailant wore a dark suit and had long hair. Had I been the guilty person, could I not have changed my clothing and got my hair cut? I had ample time to do so. The fact that I did nothing of the sort proved my innocence. It is a case of mistaken identity. I slept in the divan all night on Aug. 24 and on the following morning crossed to Taipo in a launch to catch the train and return to the country. The police launch came alongside and a Sergeant came aboard the launch I was in and asked me my name. I told him and he asked me to follow him to his launch. I did so and was taken to Samshuipo Police Station where I was detained. I was later taken with other men to the Hospital where that man there (Sergt. Lannon) pointed at me and said something. Up to this time I did not know what I was detained for. It was after returning from the hospital that I was charged with shooting the Sergeant. I deny that I am the man.

His Lordship then summed up in the course of which he told the jury that this was a very important case and one to which he hoped they would give their entire attention. He reminded them that the onus of proof rests with the Crown. In every British Court of Justice, he told them, a prisoner is considered innocent until he had been proved otherwise by the prosecution who have to produce evidence to prove to the satisfaction of the jury that he is guilty. Personally, he did not think that Sergt. Lannon will want to get the accused sent to jail if he were innocent. He must be pretty certain of his man. However, it was up to them (the jury) to balance the evidence and decide for themselves who they would rather believe, the Sergeant or the divan keeper. His Lordship then dealt at length on the evidence of both the prosecution and the defence, after which the jury retired for 20 minutes and returned with a 4 to 4 verdict. His Lordship said that it was necessary for them to be either unanimous in their verdict or to bring in a 5 to 2 verdict. After retiring for another five minutes the jury brought in a 5 to 2 verdict of "guilty.

Addressing the prisoner his Lordship said: After careful consideration the jury has found you guilty. It is their verdict, not mine. My duty is to give effect to that verdict. The offence is a serious one. The jury has found you guilty of shooting at the Sergeant with the intent of preventing your arrest. This, as I have said, is very serious. A policeman is bound to be protected in the course of the performance of his duty. I cannot conceive a more serious offence than to shoot a constable while in the course of executing his duty. The sentence of the court is that you be imprisoned with hard labour for 10 years.

The session is adjourned until 10.30 on Monday morning.

THE CHING E ISLAND ROBBERY.

Five Chinese were indicted for robbery with violence on Ching E Island on August 29:—

The Acting Attorney-General prosecuted. The same jury was empanelled as in the previous case.

The facts of the case, as outlined by the prosecution, were that six men hired a sampan and went to Ching E Island, telling the sampan people that they were going to do certain work on a grave. When they reached the Island, four men went ashore and the two others remained in the boat, pointing revolvers at the sampan man and his wife to prevent them from running away. The men who had gone ashore robbed the occupants of a house of a silver bangle and a quantity of clothing, worth about $30. One of them was seized by the occupants and tied up till the Police arrived. The others got away, but four were arrested later on information given by the man who was first arrested.

During the proceedings, the Attorney-General added a charge of receiving stolen property against the second prisoner at the suggestion of his Lordship.

The jury brought in a verdict of "guilty of robbery with violence" against four of the prisoners. The second prisoner was found not guilty of robbery, but guilty of having received property which he knew to be stolen.

His Lordship said the Court was determined to do its best to stop the robberies now rife in the Colony. He sentenced four of the prisoners to four years' labour each, and ten strokes with the "cat." The other prisoner received 12 months' hard labour.

A GOOD HAUL OF OPIUM.

INGENIOUS DEVICE IN SMUGGLING.

Two men were charged, at the Magistracy, yesterday, before Mr. R. E. Lindsell with being in unlawful possession of 459¼ taels of opium valued at $6,000.

Mr. A. E. Hall appeared for the defence.

Inspector Grant stated that on Saturday the Police received information that the *Sui Yick* would be arriving in harbour with fifteen bales of salt-fish. The informer believed that three of the bales would contain a quanity of opium. Witness sent Sergeant Stimson and a party of detectives to the vessel, and when they got there they found first defendant sitting in a boat by the side of the vessel with a delivery order-book in his hand The bales of fish which the Police were looking for were being loaded into the junk. When this was completed the first defendant signed the bill of lading in the presence of the Police, Sergeant Stimson examined one of the bales and found it contained a quantity of opium. The junk was then taken ashore, and the first defendant informed the Police that the accountant of a Chinese shop where he was working had sent him to take delivery of the fish. He conducted the Police to a house in Connaught Road West and pointed out the second defendant, who was also arrested and taken to the Central Police Station. The second defendant was evidently the man in charge of the firm, for he had the keys with which the Police opened the safe in the room. A telegram from Saigon was found in the safe to the effect that the fish was being sent.

Mr. Hall failed to see how the second defendant was concerned in the case. He was charged with being in possession of the opium, but, according to Inspector Grant's settlement, the only reason why he was arrested was because he possessed keys which suited the safe in which a telegram was found relative to his despatch of the fish. He asked his Worship to discharge the defendant. His Worship discharged the second defendant and remanded the first defendant, until to-morrow.

ANSWERS TO CORRESPONDENTS.

"War Tax."—We want to print your letter, but we will not break the rule that requires all letters to be authenticated by name and address. You incur no responsibility thereby. Why so shy?

D.L.S.—We have no use for confidential communications. We are a public newspaper. In any case, the telephone is the last medium to use for confidential disclosures.

SPORTS.

CRICKET.

K.C.C. "A" v. C.R.C. "A."

In this home match to-morrow at 2.15 p.m., Kowloon will be represented by:—H. Overy, E. Carr, D. Blenkiron, N. L. H. Railton, L. E. S. Hodge, A. O. Brown, W. T. Elson, R. H. Jewsbury, E. J. Edwards, T. M. Cochrane and L. J. Blackburn.

K.C.C. v. C.R.C.

This League match will be played at Causeway Bay to-morrow at 2.15 p.m. The following have been selected for the Kowloon team:—J. P. Robinson, J. Stalker, P. H. Cobb, A. A. Claxton, C. J. Stapleton, E. L. Braga, B. D. Evans, D. M. Goodall, R. Pestonji, K. R. Macaskill and A. de Sousa.

I.R.C. v. C.S.C.C.

The following will play for the I.R.C. in a league match against the C.S.C.C. on the latter's ground on Saturday at 2.15 p.m.:—A. H. Rumjahn (captain), A. el Arculli, G. C. Earde, S. H. Ismail, S. D. Ismail, M. B. Suffiad, A. A. Rumjahn, G. Parsami, E. Moosdeen, D. Rumjahn, and R. Nazam. Reserve: E. Sadick.

C.C.C. v. THE NAVY.

This friendly fixture will be played on Saturday, 25th Oct., at 2.15 p.m. on the C.C.C. ground. Craigengower C.C. team:—L. E. Hammert (captain), F. G. Thompson, U. Omar, M. H. Abbas, J. Kennedy, C. Heath, C. A. Goldenberg, W. Hall, S. Jex, C. H. Lyson and R. Busa.

FOOTBALL.

I.R.C. v. STAFF AND DEPTS.

The following will represent the I.R.C. in a league match (2nd div.) against the Staff and Departments on the Military ground to-morrow at 3 p.m.:—O. A. Madar, Ali Salim, B. A. Hyder, G. A. Hyder, S. A. Ismail, A. Rahmin, C. G. Marker, O. Rumjahn, A. L. Andree, M. S. Harteam (captain), and S. Rumjahn.

UNITED v. KOWLOON.

The following will represent the United F.C. in their first league match against the Kowloon F.C., on Saturday, on the Club ground. Kick off at 2.15 sharp:—B. Muskett; C. H. Blake and K. Mason; A. E. Simmons, C. S. Rossiter and J. Marshall; J. Leonard, G. Millar, P. Brown, W. Mason and G. Chubb.

HONGKONG GYMKHANA CLUB.

ENTRIES FOR THE FIFTH MEETING.

The following are the entries for the fifth Gymkhana meeting to be held at Happy Valley on November 1:—

FIVE FURLONGS HANDICAP:—Dalesman, The Card, Leander, Kirkdale, Excelsior, Lovejoy, Scotchbox, Snuffbox and White Fang.

GYMKHANA STAKES:—Rochester, Scotchbox, Pink Eye, Bend Or, Red Ensign and Malcolm.

DISTANCE HANDICAP:—Morning Star, Leander, Kirkdale, Excelsior, Tonic, Grayboy, White Chalk and White Fang.

CLASS HANDICAP, 1 MILE:—Dalesman, Morning Star, The Card, Leander, Kirkdale, Lovejoy, Rochester, Scotchbox, Snuffbox, Smokebox, Maybe, Bend Or, Gentle Cat, Burning Daylight, Alexander, Ringwood and Malcolm.

1½ MILE OPEN HANDICAP:—Rochester, Scotchbox, Pink Eye, Maybe, Bend Or, Gentle Cat, Burning Daylight, Alexander and Malcolm.

HALF MILE RACE, LARSEN SUBS.:—Messrs. Dowbiggin and Sandes' Yeoman, Mr. Billiards' Cue, Mr. Dyer's Paddlebox, Messrs. Thomas and Ross's Geordie Mac, Mr. Moxon's Ruination, Mr. Dash's Jazzily, Mr. Johnstone's Grey Sub., "Unnamed," Messrs. G. and G.'s The Cornet and Mr. Allsure's Rab.

A PREVARICATOR.

The case in which two small boys were charged with the unlawful possession of 18 taels of opium, was again heard this morning. The boy who told the Police that the box (containing the opium) belonged to his brother, now told Mr. Lindsell that it had nothing whatever to do with his brother.

His Worship: But yesterday you said the box belonged to your brother?

Defendant: I did not mention a word about my brother.

His Worship: You did. I fine you $250 or six months.

HONGKONG DEFENCE CORPS.

Administrative Orders by Major J. H. W. Armstrong, V.D., Acting Administrative Commandant.

STRENGTH.

No. 689 Private I. Sutcliffe, "B" Company, is permitted to resign, on leaving the Colony, dated 22nd October, 1919.

LEAVE.

Spr. A. S. Gubbay, Engineer Company, is granted six weeks' leave from 26.10.19.

Pte. A. R. F. Raven, "B" Company, is granted 12 months' leave from 1.11.19.

RECOGNITION - SERVICES RENDERED.

(a) The following extract from Routine Orders, dated 15.10.19, is published for information:—

The name of the undermentioned has been brought to the notice of the Secretary of State for War for valuable services rendered in connection with the War: Major J. H. W. Armstrong, V.D.

(b) The following extract from the Hongkong Government Gazette, dated 17th October, 1919, is published for information:—

On the conclusion of Peace the names of the following members of the Hongkong Defence Corps are by direction of His Excellency the Governor published in addition to those included in Gazette Notification No. 320 of the 13th July, 1917, for valuable services rendered in connection with the war: Major John Henry William Armstrong, V.D., Captain George Edward Stewart, Captain Frederick William James, Captain Arthur Edgar Wright, Sergeant-Major Charles Bond, C.Q.M. Sergt. Harold Wallace Petley, Sergt. Robert John Everest and Sergt. Ernest Vernon Mitchelmore.

Orders for Artillery Company by Major J. H. W. Armstrong, V.D.

A Musketry Competition will be held at King's Park Range, Kowloon, on Sunday, 23rd November. It is hoped that a large number will avail themselves of this opportunity of practicing for the Musketry Course, which will be fired on Sunday, 7th December. Ammunition will be provided. Those intending to compete are to send their names to the Sergeant-Major of their Half Company.

Orders for Engineer Company by Captain R. Hall.

D.E.L. INSTRUCTIONAL CLASSES.

The D.E.L. Instructional Classes for Recruits are discontinued until further orders.

Orders for Infantry Battalion by Major Wakeman, V.D., Officer Commanding.

"B" COMPANY.

Tuesday, 28th October, 1919.—5.15 p.m. No. 5 Platoon. The following will parade at Headquarters for T.E.T.:—Lce.-Corpl. E. F. Aucott, Ptes. J. Carr, N. S. Brown, J. McCorquodale, S. Baker, W. E. Roberts, A. W. Smith, F. A. Mackintosh, W. Sinclair, O. R. Benson, C. G. Alabaster, G. Hogg, and F. H. Smith. Staff Sergt. Edmonds and Sergt. Meade will attend. Rifles to be carried. Uniform need not be worn.

Friday, 31st October.—5.15 p.m. Nos. 5 and 6 Platoons. All N.C.Os. and Men who have not completed T.E.T. will parade at Headquarters. Staff Sergt. Edmonds and Sergt. Meade will attend. Uniform need not be worn. Rifles, belts, pouches and dummies to be carried.

G. E. STEWART, Captain,
Adjutant, H.K. Defence Corps.

Hongkong, October 24, 1919.

A 'DISCHARGED' HAWKER.

A congee-hawker was this morning charged before Mr. Lindsell with crying his wares in Staunton Street, which is a prohibited area.

A Chinese constable giving evidence said he was on duty in Staunton Street last night when he saw defendant carrying two tubs, and heard him call out his wares. He arrested him and brought him to the station. At the station the inspector in the charge room discharged the defendant for lack of evidence. At 2 a.m. this morning, witness saw defendant in the street again, and heard him calling aloud his wares. He arrested him and he was charged at the station.

His Worship: Who was in charge when the defendant was first brought in?

Inspector Brazil: I was in charge.

His Worship: Why was he discharged?

Inspector Brazil: The evidence was not sufficient so I discharged him. When he was brought in again the second time I was not on duty.

His Worship (to witness): What time was it when you arrested the defendant the second time?

Witness: At 2 a.m. this morning.

His Worship: Whom do you suspect the defendant was selling the *congee* to at this hour? I discharge defendant.

THE ADMIRAL LINE.

The Admiral Line are just in receipt of telegraphic advices from their head office that an office of the company will be established immediately at Yokohama. Mr. H. K. Laidlaw for many years an executive of The Admiral Line in Seattle and San Francisco in now on his way from Seattle to Yokohama and will be met at the latter port by Mr. J. J. Gorman, General Agent for the company in the Orient. They will immediately open the office and Mr. Laidlaw will probably remain there in charge as Agent. Mr. Laidlaw is bringing with him from Seattle an Assistant Agent and complete staff and will be properly equipped to take over the company's business immediately upon arrival. Messrs. Cornes & Co. have been agents at Yokohama for The Admiral Line for the last four years, ever since the company began operating their steamers in the Trans-Pacific service. The Admiral Line's business has now grown to such an extent that conditions demand having their own representatives and office at Yokohama.

Mr. Laidlaw went to Yokohama first early in 1916 to look after important interests of the Admiral-Line, and just returned to Seattle last July. He also spent several months in Hongkong, arriving here with Messrs. J. J. Gorman and D. J. Hanscom when The Admiral Line first opened their office in Hongkong a year ago.

This makes, the sixth office established by The Admiral Line in the Orient in the last year. They now have offices at Yokohama, Kobe, Vladivostock, Shanghai, Hongkong and Manila; the head office for the Orient being at Shanghai, where Mr. J. J. Gorman, General Agent, is now located. They anticipate opening their own office at Singapore shortly.

AN EXPORT SUMMONS.

BRADLEY & CO., FINED.

Before Mr. R. O. Hutchison this morning at the Magistracy Bradley & Company (represented by Mr. E. J. R. Mitchell) were summoned by the Imports and Exports Department for removing from a licensed warehouse certain dutiable liquors contrary to Sections 49 and 51 of the Ordinance.

Mr. H. A. Taylor of the Department said that the liquor had been removed from the godown at an irregular time and the cases were not marked "for export."

Mr. Mitchell said the man at the office in charge of the exportation of goods had been ordered to dispatch the liquor on a Saturday and in order to save time, he had taken out the liquor a day before—hand. There was no excuse that the words "for export" should not be marked.

His Worship imposed a fine of $10.

IMITATION OF TRADE MARK.

CHINESE FIRM SUMMONED.

Before Mr. R. O. Hutchison this morning the Wong Pak Kin firm of Des Vœux Road Central, summoned the Yuen Suet Ling firm of Jervois Street for having sold two rolls of tissue paper, with a trade-mark that bore a resemblance to their registered mark.

Mr. E. L. Shenton appeared for the prosecution, and the defendant firm was represented by Mr. C. H. Lyson. His Worship adjourned the case until next Wednesday.

A USEFUL CYCLIST.

A Chinese was charged before Mr. R. O. Hutchison this morning with the larceny of a waterproof, the property of Mr. F. W. Mckemo from his residence at Knutsford Terrace, Kowloon.

The defendant ran out of the house with the coat, but he was seen by the "boy," who gave chase. A gentleman riding on a bicycle heard the cries of "thief," went at full speed after defendant and arrested him. His Worship passed sentence of six weeks' hard labour.

MAILS DUE.

The following mails are due in the course of the next few days:—

From the United States, Canada, Shanghai and North China, per s.s. "Empress of Japan," Oct 24.

From Japan, per s.s. "Nikko Maru," Oct. 24.

From Shanghai and North China, per s.s. "Suiyang," Oct. 24.

From the Straits, per s.s. "Dunera," Oct. 25.

From the Straits, per s.s. "Tosan Maru," Oct. 26.

From the Straits, per s.s. "Tama Maru," Oct. 29.

VANITY FAIR.

This bright and vivacious company of singers, dancers and comedy artists will open their season at the Theatre Royal to-morrow night. Since their last visit here the company have added to their repertoire several new "editions," these coupled with the polished finish the whole show attained, will make an attraction Hongkong has been long wanting.

Owing to the heavy booking seats should be secured at once—Booking at Moutrie's.

TO-DAY'S NEW ADVERTISEMENTS.

SHIPPING

P. & O.-BRITISH INDIA & APCAR LINES

(COMPANIES Incorporated in ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR

MARSEILLES & LONDON,

VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	leave Hongkong about	Due Marseilles about	Due London about
"PRINZESSIN"	1st November	3rd December	13th December
"KHIVA"	1st November	3rd December	12th December
"NOVARA"	7th December	8th January	17th January

FOR BOMBAY VIA STRAITS AND COLOMBO.

		due Bombay about
"DUNERA"	13th November	20th November
"DILWARA"	18th December	3rd January

FOR CALCUTTA VIA STRAITS AND RANGOON.

"JAPAN"	24th October	15th November

FOR SHANGHAI, MOJI, KOBE AND YOKOHAMA.

	Leave Hongkong about	due Yokohama about
"DUNERA"	28th Oct. daylight.	29th October (Shanghai).
"NOVARA"	7th Nov.	21st November
"DILWARA"	4th Dec.	7th December (Shanghai).

Wireless on all steamers.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to noon on the day previous to sailing.

For PASSAGE RATES, HAND-BOOKS FREIGHTS, &c. apply to:—

MACKINNON, MACKENZIE & CO., Agents.

22, Des Voeux Road Central, HONGKONG.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA).

FOR PORT SAID.

S. S. "TENSHO MARU"

will be despatched on or about 17th October.

For Freight and Particulars apply to DODWELL & CO., LTD., *Agents*.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINE

Sailings from Hongkong.

For freight & further particulars apply to DODWELL & CO., LTD. *Agents*.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers Between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

for JAVA PORTS

for JAPAN PORTS

For Freight or Passage apply to DODWELL & CO., LD., *Agents*.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said
CELEBES MARU .....Saturday, 8th November.
ALPS MARU .....End of November.

GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transhipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.
SEATTLE MARU .....Monday, 17th November.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.
INDUS MARU .....Tuesday, 4th November.
SAIGON MARU .....Beginning of November.

SAIGON BANGKOK, & SINGAPORE—Regular Monthly Service.
SHISEN MARU .....Saturday, 1st November.
MADRAS MARU .....Middle of November.

SYDNEY & MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.
AFRICA MARU .....Thursday, 13th November.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st & 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.
AMAKUSA MARU .....Sunday, 26th October.

TAKAO via SWATOW & AMOY.
BOSHU MARU .....Friday, 24th October.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

BANKER & CO.

WEST RIVER PASSENGER SERVICE.

THE S/S "KONG NING" (Captain GOING), will leave the Sai Kong Wharf (Connaught Road West) on October 26, for WUCHOW via West River Ports.

This Vessel has excellent European accommodation for First-class passengers, and was built expressly for the West River trade, being fitted with electric light and fans and is complete with every modern convenience.

An excellent table is provided.

Owing to the lack of hotel accommodation in Wuchow passengers taking the round trip will be allowed to remain on board the vessel without extra charge.

For freight and passage apply to—

BANKER & CO.,
1st Floor Hotel Mansions.

or Messrs. THOMAS COOK & SONS,
Passenger Agents.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMER	TO SAIL
SHANGHAI & TSINGTAO	YINGCHOW	Oct. 24, at 4 p.m.
HOIHOW & BANGKOK	KWANGSI	Oct. 26, at 10 a.m.
MANILA, CEBU & ILOILO	TAMING	Oct. 27, at 3 p.m.
SWATOW & BANGKOK	LIANGCHOW	Oct. 28, at 10 a.m.
SHANGHAI	SUITANG	Oct. 28, at Noon.
HOIHOW, PAKHOI & HAIPHONG	KAIFONG	Oct. 30, at 10 a.m.
SHANGHAI	SINKIANG	Oct. 30, at Noon.

SHANGHAI LINE.—PASSENGERS, MAIL and CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, *AGENTS*.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	Steamers	To Sail.
SANDAKAN	HINSANG	SATURDAY, Oct. 25, at Noon.
SHANGHAI	WOSANG	TUESDAY, Oct. 28, Daylight.
NEWCHWANG via DALNY	TUNGSHING	TUESDAY, Oct. 28, at 2 p.m.
STRAITS & CALCUTTA	KUMSANG	TUESDAY, Oct. 28, at 3 p.m.
TIENTSIN via WEIHAIWEI & CHEFOO	CHIPSHING	THURSDAY, Oct. 30, Daylight.
MANILA	LOONGSANG	FRIDAY, Oct. 31, at 3 p.m.

CALCUTTA LINE:—this line has now been re-organised and affords regular sailings to Calcutta via Singapore and Penang.
Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.
Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtsze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtsze Ports.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation; sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.
Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.
Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to

THE GENERAL MANAGERS

JARDINE, MATHESON & Co., Ltd.,

Tel. No. 215.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
(Calling at Shanghai and Kobe).

"ICONIUM"	About October 29.
"SEATTLE SPIRIT"	About November 10.
"WHEATLAND"	About November 11.
"ENDICOTT"	About November 17.
"ELKTON"	About November 19.
"WESTERN KNIGHT"	About December 7.
"ELDRIDGE"	About December 10.
"EDMORE"	About December 24.

For PORTLAND direct.
(Calling at Shanghai and Kobe).

"WEST HARTLAND"	About November 10.
"WABAN"	About November 15.
"NISHMAHA"	About December 11.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

THE U.S. SHIPPING BOARD.

S.S. "WYTHEVILLE"

Will be despatched for

NEW YORK

via SUEZ

Late November.

For freight, space and particulars apply to

THE ADMIRAL LINE,
AGENTS

Telephones 2477 & 2478. 5th Floor Hotel Mansions.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN and HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong.
*SHINYO MARU	12,000	29th October.
*PERSIA MARU	9,000	14th November.
KOREA MARU	20,000	2nd December.
‡SIBERIA MARU	20,000	28th November.
*NIPPON MARU	11,000	6th December.
TENYO MARU	22,000	18th December.

‡From Kobe. * Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO, Via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers	Tons	Leave Hongkong:
HEIYO MARU	14,000	Nov. 4th.
KIYO MARU	17,200	Jan. 9th.
ANYO MARU	18,500	

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc. apply to—

T. DAIGO, *MANAGER*,

Telephone Nos. 2374 and 2375. KING'S BUILDING.

SHIPPING

C P O S

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (*Moji), Kobe & Yokohama)

STEAMERS	From Hongkong	Due Vancouver
Empress of Russia	Oct. 30	Nov. 17
Empress of Japan	Nov. 13	Dec. 3
Empress of Asia	Nov. 27	Dec. 15
Empress of Russia	Dec. 25	Jan. 12
Empress of Japan	Jan. 7	Jan. 23
*Montcalm	Jan. 3	Jan. 27
Empress of Asia	Jan. 22	Feb. 9
Empress of Japan	Mar. 3	Mar. 24
Empress of Russia	Mar. 11	Mar. 29
*Montcalm	Mar. 23	April 15
Empress of Asia	April 8	April 26
Empress of Japan	April 28	May 19
Empress of Russia	May 6	May 24
*Montcalm	May 29	June 22
Empress of Asia	June 3	June 21
Empress of Japan	June 23	July 14
Empress of Russia	July 1	July 19

Passage Fares Hongkong to United Kingdom.

Empress of Russia 18,350-Tons Reg.	Gold	Empress of Japan 6,000 Tons Reg.	Gold
Empress of Asia 18,350 Tons Reg.	$553.00	Montcalm 6,163 Tons Reg.	$485.00

Fares & sailings subject to change without notice.

For Fares and other information please apply to HONGKONG OFFICE.

Telephone 132. Cable Address: "CANANPAC."

CANADIAN PACIFIC OCEAN SERVICES

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING.	
QUINNEBAUG	Capt. Medina	FRIDAY, 24th October	at Noon.
HAIHONG	Capt. J. W. Evans	TUESDAY, 28th October	at 1 p.m.
HAITAN	Capt. A. H. Stewart	FRIDAY, 31st October	at 1 p.m.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.
General Managers.

CHINA MAIL S.S. CO., LTD

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons). "NILE" (11,000 tons). "CHINA" (10,200 tons).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" November 4th, 1919. "NILE" December 27th, 1919. "CHINA" November 22nd, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street. Tel. 1924.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING.

FROM HONGKONG: Connecting with FROM COLOMBO:

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to—

THE BANK LINE, LTD.,
MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.).

JAPAN, CHINA AND STRAITS TO UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

For	Steamer	Sails.

Subject to change without notice.

THE BANK LINE, LTD
General Agents.

Or to REISS & Co., Canton.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.N. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"EURYMEDON"	via Panama	30th October.
"EURYLOCHUS"	via Panama	20th November.
"CITY OF NEWCASTLE"	via Suez	20th November.
"KNIGHT TEMPLAR"	via Panama	2nd December.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.
HONGKONG & CANTON REISS & CO., CANTON.

THE POPULAR SIDECAR.

A SOCIABLE MOUNT.

The motor-cyclist is coming through the transition period more quickly than his car-owning brother, and it would seem that the power cycle-makers have got into their pre-division stride more easily than the car manufacturers. Outwardly the new machines show some advance on 1914 practice, inasmuch as mud-guards are better designed and more adapted for their purpose; but there is still a lack of real protection for the rider, whilst makers are apparently persisting in adherence to that "adornment" of the Victorian age plated handle-bars and hubs. It is about time they learned that utility and neatness can go hand in hand, and that some really good results can be obtained with enamel. Certainly it is time they ceased to inflict unwanted plating on a long-suffering riding public.

The boom in motor-cycles is as pronounced as it is in motor-cars, and at the Government surplus sales impetuous youth has been running up the prices absurdly high. In due time the fever will subside and we shall begin to feel our way to the new normal level of things. Meanwhile it is interesting to note to what popularity the sidecar has attained. The cause is not far to seek. As a solo mount the motor-cycle is an unsociable sort of thing, and therefore tends to become more and more the machine for sporting or business purposes. For recreation, except in the case of rare spirits, that social element is needed, hence the development of sidecar touring, and, it may be added, of pillion riding, which is another form of sociable motor cycling. In this growing custom of pillion riding the element of risk is always greater than with solo riding. In the latter case the rider, braced triangularly against handle bars, saddle, and footrests, is one with his machine, and perfect control of balance is obtained. The introduction of a passenger, insecurely perched in the rear, interferes with this balance, the degree of interference being governed by the adaptability of the passenger. It is when emergencies arise, when sudden swerves have to be made to avoid dogs or hens or pigs, that the critical moment arises. Conditions are set up akin to a wide and dangerous "play" in the steering, and what then happens, or what is avoided, depends entirely on the skill of the riders.

BAD ALIGNMENT.

One welcome feature of the development of the sidecar is that it brings motor cycling within the limits of the middle-aged. It is not only as safe as a car for all practical purposes, but it is cheaper, and as a vehicle has points of handiness, such as that it requires little garage-room, and with a detachable sidecar it can easily be kept in the back garden in a fair-sized cycle shed. It meets all demands for sociability, and with a fairly quiet machine no extinguisher is put upon conversation. So far as the passenger is concerned ample protection against weather can be provided, even to the extent of wind screens and hoods, and modern springing is luxurious. The driver may not be so well off for protection, but, then, he is supposed to be made of sterner stuff. Although the sidecar combination has been with us now for some years, present-day riders have much to learn concerning it, and a fault that persists is that of setting the cycle so that it leans over to the sidecar. This is bad alignment; it is also bad practice. It sets up discomfort for the rider, it puts undue and unnecessary stress on the tyres, the weight being thrown too much upon the walls, and, contrary to accepted opinion, it provides no real protection against the lurking danger of taking a left-hand corner. There is only one way of doing this with absolute safety, and that is to take a corner slowly, and if driver and passenger lean out to the left for the moment there will be an additional safeguard. But for the best and most comfortable riding, for the minimum of stress on tyres and frame, sidecar and machine should be absolutely in a line vertically and longitudinally. Some of the heavier passenger machines, the 7, 8, or 9-h.p. models with coach-built car, are excellent examples of correct setting.

Generally speaking, a sidecar combination should be at least of 8½-h.p.

Fitted with a two-speed or three-speed gear, a machine of this power with a light cane car will do all that ought to be asked of it. A 6-h.p. combination is better, because with the extra power a coach-built sidecar with protection against weather can be used, and this adds to comfort, and consequently to the pleasure of riding. If a two-seater sidecar is desired, then an 8-h.p. or a 9-h.p. machine should be employed. Always, it should be remembered, the engine should have a good margin of power for its normal load. It means less stress on the machine and sidecar frame alike, and that makes for economy in running as well as for the greater enjoyment of motoring.

SHIPPING

P. & O.-BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

TO

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
PRINZESSIN	1st November	3rd December	13th December
KHIVA	1st November	3rd December	12th December
NOVARA	7th December	8th January	17th January

FOR

BOMBAY via STRAITS & COLOMBO.

S. S.	Leaves Hongkong about	due Bombay about
DUNERA	12th November	29th November
DILWARA	16th December	3rd January

FOR

CALCUTTA via STRAITS and RANGOON.

S.S.	Leave Hongkong about	Due Calcutta about
JAPAN	24th October	15th November

SAILINGS ALSO TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	due Yokohama about
DUNERA	28th Oct. daylight.	29th October (Shanghai).
NOVARA	7th Nov.	21st November
DILWARA	4th Dec.	7th December

Tickets Interchangeable.

P. & O. Australian Tickets are interchangeable with the New Zealand Shipping Co. (via Panama) or by Orient Company.

Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Madras in lieu of the section P. & O. Ticket Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be altered without notice.

Parcels Measuring not more than 3½ ft. x 2 ft. x 1 will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central. HONGKONG. Agents.

E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS, viz. Steel Ship Plates, Angles and Bars. Also Shipchandlery Articles.

Telephone No. 1116. 25, Wing Woo Street, Central.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.
Cargo to Overland Points U. S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.
SUWA MARU (Omitting Manila) ... Saturday, 1st Nov., at 11 a.m.
KASHIMA MARU ... Saturday, 22nd Nov., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.
KAGA MARU ... Friday, 31st October, at Noon.
YOKOHAMA MARU ... Friday, 14th November, at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
NIKKO MARU ... Saturday, 25th October, at 11 a.m.
AKI MARU ... Wednesday, 19th November, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Murnora, San Francisco, Panama & Colon.
TOKIWA MARU ... Middle of November.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.
TENSHIN MARU ... Sunday, 2nd November.
YAMAGATA MARU ... Beginning of November.

CALCUTTA & RANGOON via Singapore & Penang.
KANAGAWA MARU ... Sunday, 2nd November.
NAGATO MARU ... Wednesday, 19th November.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
TANGO MARU ... Saturday, 22nd November, at 11 a.m.
NIKKO MARU ... Saturday, 20th December, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
TOSAN MARU ... Monday, 27th October.
TAMA MARU ... Thursday, 30th October.
KAWACHI MARU ... Friday, 31st October.
MISHIMA MARU ... Wednesday, 5th November, at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, Rotterdam, Hamburg, etc).
DELAGOA MARU (London, Antwerp & Hamburg) Monday, 27th October.
TOYOOKA MARU (Marseilles & Liverpool) ... Thursday, 30th October.
TATSUNO MARU (London, Antwerp & Hamburg) Middle of November.
TSUSHIMA MARU (Marseilles & Liverpool) ... End of November.

For further information apply to—

NIPPON YUSEN KAISHA.
S. YASUDA, Manager.

TELEPHONE Nos. 293 & 293.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office: 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459.
Shipyard: Shum-Sui-Po, Kowloon, Hongkong. Telephone No. 2.
Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1912.

VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAMES	FOR FREIGHT APPLY TO	TO BE DESPATCHED
San Francisco via Shanghai & Japan, &c.	Shinyo Maru	Toyo Kisen Kaisha	On 29th October.
San Francisco via Shanghai, Japan &c.	Persia Maru	Toyo Kisen Kaisha	On 10th November.
San Francisco via Shanghai, Japan &c.	Colombia	Pacific Mail S.S. Co.	On 5th Nov., at Noon.
San Francisco via Shanghai, Japan &c.	Venezuela	Pacific Mail S.S. Co.	On 2nd Dec., at Noon.
San Francisco via Shanghai, Japan &c.	Nanking	China Mail s.s. Co., Ltd.	On 4th November.
San Francisco via Shanghai, Japan &c.	China	China Mail S.S. Co., Ltd.	On 22nd November.
Seattle, Tacoma, Victoria & Vancouver	Iconium	The Admiral Line	About 29th Oct.
Victoria, Vancouver, Seattle & Tacoma	Africa Maru	Osaka Shosen Kaisha	On 13th Nov.
Victoria B.C., & Seattle via S'hai, &c.	Suwa Maru	Nippon Yusen Kaisha	On 1st Nov., at 11 a.m.
Vancouver via Shanghai, Japan &c.	Empress of Russia	Canadian O.S. Ld.	On 30th October.
Vancouver via Shanghai, Japan &c.	Empress of Japan	Canadian O.S. Ld.	On 6th November.
Australian Ports	St. Albans	Gibb, Livingston & Co.	On 2nd Nov., at Noon.
Australian Ports via Manila	Nikko Maru	Nippon Yusen Kaisha	On 25th Oct., at 11 a.m.
Australian Ports via Japan	Seiyo Maru	Toyo Kisen Kaisha	On 4th Nov.
New York via Panama	Eurymedon	Butterfield & Swire or The Bank Line, Ld.	On 30th Oct.
Portland	Hartland	The Admiral Line	About 10th Nov.
Manila, Cebu & Iloilo	Taming	Butterfield & Swire	On 27th Oct., at 3 p.m.
Nagasaki, Kobe & Yokohama	Tango Maru	Nippon Yusen Kaisha	On 22nd Nov., at 11 a.m.
Swatow & Shanghai	Wosang	Jardine, Matheson & Co., Ltd.	On 28th Oct. at D'light.
Shanghai	Suiyang	Butterfield & Swire	On 28th Oct., at Noon.
Shanghai & Tsingtao	Yingchow	Butterfield & Swire	On 23th Oct., at 4 P.M.
Sandakan	Hinsang	Jardine, Matheson & Co., Ltd.	On 25th Oct., at Noon.
Calcutta via Straits & Rangoon	Kanagawa Maru	Nippon Yusen Kaisha	On 2nd Nov.
Singapore, Penang & Belawan-Deli	Van Waerwijck	Java-China-Japan Lijn	On 11th Nov., at 3 p.m.
Keelung via Swatow and Amoy	Amakusa Maru	Osaka Shosen Kaisna	On 20th Oct.
Swatow & Bangkok	Lingchow	Butterfield & Swire	On 28th Oct., at 10 a.m.
Swatow, Amoy & Foochow	Haihong	Douglas Lapraik & Co.	On 23th Oct, at 1 p.m.
Manila	Loongsang	Jardine, Matheson & Co., Ltd.	On 31st Oct., at 3 p.m.
Bombay & Colombo	Indus Maru	Osaka Shosen Kaisha	On 4th Nov.
London and Antwerp	Celebes Maru	Osaka Shosen Kaisha	On 8th Nov.
London via S'pore, P'ang & C'bo &c.	Kaga Maru	Nippon Yusen Kaisha	On 31st Oct., at Noon.
Mauritius, Delagoa Bay, Durban	Seattle Maru	Osaka Shosen Kaisha	On 17th November.
Bombay, via Singapore, Malacca & Colombo	Khiva	P. & O., B.I. & A.L.	On 1st Nov.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1
NANYO MARU No. 2
NANYO MARU No. 3
SODEGAURA MARU.
KYODO MARU No. 13
TAMON MARU No. 1
ASOSAN MARU.
CHEIAN MARU.
KUMAKATA MARU.

REGULAR SERVICE FOR FREIGHT BETWEEN HONGKONG, BANGKOK and/or SINGAPORE.

For Particulars Please Apply to:—

M. KOBAYASHI, Agent.

Tel. No. 140 & 155. Top Floor, King's Building.

Koninklyke Paketvaart Maatschappy.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE Steamship

"VAN WAERWYCK"

will be despatched on the 11th November at 3 p.m. to:—

PENANG and BELAWAN DELI.

This Vessel offers excellent Cabin-accommodation for Saloon-passengers. Wireless Telegraphy.

For Freight and Passage apply to:

JAVA-CHINA-JAPAN LIJN,
Telephone No. 1574. Agents.

JAVA-PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN

Monthly Service between

NETH. INDIA, MANILA, HONGKONG AND SAN FRANCISCO.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN,
GENERAL MANAGERS.

Telephone No. 1574. York Buildings.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

THE Steamship "SHINYO MARU," FROM SAN FRANCISCO, HONOLULU, JAPAN PORTS AND MANILA.

The above named Steamer having arrived Wednesday, October 22, consignees of Cargo are hereby notified to present their bills of lading for counter-signature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered after Tuesday, October 28.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined, on Tuesday, October 28, at 10 A.M.

No claims will be recognised after the goods have left the steamer or godown and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

T. DAIGO,
Manager.

Hongkong, October 23, 1919

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

THE Steamship "SEIYO MARU," From SOUTH AMERICAN PORTS via SAN FRANCISCO, HONOLULU & JAPAN PORTS.

The above named Steamer having arrived Thursday, October 23, consignees of cargo are hereby notified to present their Bills of Lading for counter-signature, and take immediate delivery from alongside steamer or the Company's godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered after Wednesday, October 29.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Thursday, October 30, at 10 A.M.

No claims will be recognized after the goods have left the steamer or godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

T. DAIGO,
Manager.

Hongkong, October 23, 1919.

P. & O. S. N. Co.

STEAM FOR STRAITS, COLOMBO, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Homeward Mail Steamer *Dunera* carrying His Majesty's Mails will be despatched from this port on or about 19th November taking Cargo for the above ports. Passengers' accommodation in the connecting vessel, if available secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France, and London (under arrangement) will be conveyed in this steamer proceeding via Bombay and there transhipped to the onearrying steamer for Marseilles and London.

Parcels will be received at this Office until 12 Noon the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc. apply to

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, Oct. 7, 1919.

KWONG SANG & CO.

57, 58 & 59 Connaught Road Central.

Ship-Chandlers, Metal and Coal Merchants. Sailmakers, Provisioners, Contractors, Riggers and Stevedores. Engineers Tools.

Estimates on application.

Tel. Office 2554 and 2553.
Godown 756.

MITSUBISHI SHOJI KAISHA, LTD.

(Mitsubishi Trading Co.)

COAL, GENERAL IMPORTS and EXPORTS.

SOLE PROPRIETORS OF TAKASHIMA, OCHI, MUTABE, KISHIDARE, YOSHINOTANI HOJO, NAMAZUTA, SAYO, KANADA, SHINNEW, KAMIYAMADA, BIBAI, and OYUBARI COAL MINES.

AGENTS FOR SAKITO COAL.

Head Office:—TOKYO.

Branches and Representatives:—

Nagasaki, Karatsu, Wakamatsu, Moji, Kure, Kobe, Osaka, Tsuruga, Nagoya, Yokohama, Tokyo, Hakodate, Muroran, Otaru, Vladivostock, Peking, Tientsin, Dairen, Tsinanfu, Hankow, Shanghai, Taipeh, Hongkong, Canton, Haiphong, Manila, Singapore, Calcutta, London and New York.

Cable Address:
Hongkong: "IWASAKI".
Canton, Haiphong: "IWASAKISAL".
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EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

(Continued from Page 1.)

GOVERNMENT'S AGRICULTURAL POLICY.

LONDON, October 21st.

Addressing a meeting of agriculturists in London, Mr. Lloyd George outlined the Government's policy as regards agriculture.

He emphasised that agriculture was the greatest industry in the country. The Government wanted to restore its previous prosperity.

We produced, before the war, two-fifths of the foodstuffs and imported three-fifths. During the war we produced three-fifths and imported two-fifths.

He urged the vital necessity of restoring the 4,500,000 acres of land which had gone out of cultivation since 1870. The cultivator naturally asked for security and it was essential to give him a guarantee covering a sufficient number of years to justify the farmer breaking up his land.

Moreover, the farmer must be protected when land is sold over his head. Therefore, it was proposed that his tenancy should be secured. On the other hand, there must be a guarantee that the farmer would do his best to get maximum production. The Government was determined to put agriculture upon a satisfactory basis and would secure credit for alleviating railage and transport costs, for increased technical instruction, and the promotion of labour-saving devices.

LONDON, October 21st.

The Central and Associated Chambers of Agriculture passed a resolution warning the Government that a reduction in the hours of agricultural labourers would seriously limit home-grown food production and increase the cost of living, as well as diminish employment on the land.

RUSSIA.

LONDON, October 21st.

A message from Moscow claims that the Bolshevists have recaptured Orel, and that they have defeated 19 regiments commanded by General Mamontoff near Voronesh.

HELSINGFORS, October 20th.

The North-West Army, yesterday, occupied Pulkova, ten miles south of Petrograd.

General Vladimiroff, who recently escaped from Petrograd, has been appointed Governor General, in anticipation of the fall of the capital.

There was a heavy artillery duel yesterday between the Fleet and the fortress of Krasnajnzorka. Afterwards, a great fire and explosions were observed.

THE SHANTUNG AMENDMENT.

Washington, Oct, 17th.

Senator Lodge announces that he will move an amendment to the Peace Treaty to delete entirely the sections awarding German rights in Shantung to Japan. Several Republican senators have also notified their intention of proposing reservations with regard to the Shantung award.

Later.

The Senate has defeated the Shantung amendment.

AUSTRALIAN RACING.

MELBOURNE, October 21st.

The Caulfield Cup result was as follows:—

Lucknow	1
Night Watch	2
Crome	3

Twenty horses ran. Lucknow won by half a neck, the betting being 9 to 2.

BIG THEFT OF RUBBER

VALUABLE MIDNIGHT HAUL OFF TANJONG KATONG.

The *Straits Times* of October 14 reports:

An incident, reminiscent of the piratical days in Singapore of long ago, has to be recounted. On Monday of last week the Marine police, acting on certain information, were put on the trail of some persons who were reported to be in possession of a large amount of rubber belonging to a well-known local firm, but where those persons with the rubber were no one could tell. All day long search took place but without success. On the Monday night, however, the police put out in a boat, making a detour of the harbour, and close on midnight a lighter was discerned, with sails being trimmed putting off to sea in the vicinity of the Sea View Hotel. The police boat was rowed quickly towards her, and the policemen boarded the lighter, on which they found 329 cases of rubber. They promptly arrested the three Chinese boatmen on board. It has since been discovered that the rubber found on the craft is worth about $100,000, and that it is the property of Messrs. Sandilands, Buttery and Company. It is believed that if the policemen had not alighted upon the boat she would have been able to get away with her valuable and purloined cargo either to a Java or China port and in either place it would have been welcomed and fetched a handsome sum. The three boatmen have already been produced and remanded in custody, pending the further hearing, fixed for the 17th inst. It is supposed that there must be others, at present behind the scenes, who arranged the robbery. At any rate Inspector Joyce and his men deserve much kudos on recovering the rubber and on having secured the three men who had it in their possession.

FOOTBALL.

RESULTS AND ATTENDANCES.

September, 1.

LEAGUE I.

Arsenal.....0	Newcastle United..1 (Henderson.)
Blackburn Rovers..4 (Hawksworth, Dawson 2, Shea.)	Preston N. End....0
Bolton Wanderers.1 (Roberts.)	Bradford .....2 (Little, Bauchop.)
Bradford City .....1 (Marshall.)	Liverpool .....3 (Lewis, Chambers, Pearse.)
Derby County.....1 (Lawrence.)	Manchester Utd....1 (Woodcock.)
Everton .....2 (Grenyer, Mayson.)	Chelsea .....3 (Wilding, Whittingham, Halse.)
Manchester City...3 (Barnes 2, Browell.)	Sheffield United ...3 (Kitchen 2, Masterman.)
Notts County .....2 (Richards, Hensnall.)	Burnley 0
Sheffield Wed.....0	Middlesbrough ...1 (Tinsley.)
Sunderland .....2 (Buchan, Travers.)	Aston Villa .....1 (Stephson.)
West Bromwich A.3 (Morris 2, Gregory.)	Cardiff Athletic...1 (Gee.)

LEAGUE II.

Stoke.....2 (Jarvis 2.)	Barnsley 0
Leicester City.....1 (Douglas.)	Wolverhampton W..2 (Bate 2.)
Grimsby Town ...0	Stockport .....3 (Metcalf, Rodgers, Dingwall.)
Birmingham.....4 (Dibson, Walker, Godfrey, Whitehouse.)	Hull City .....1 (Stevens.)
Blackpool .....4 (Quinn, Lane 2, Charles.)	Leeds City.....2 (MacLeod 2.)
Rotherham County 2 (Pawley & Lee.)	Notts Forest 0
Huddersfield .....2 (Cock, Baker.)	Clapton Orient ...1 (Bowyer.)
Bristol City.....1 (Howarth.)	Bury 0
West Ham .....1 (Moore.)	Lincoln City.....1 (Chesser.)
Coventry 0	Tottenham H.....5 (Bliss 2, Chipperfield Grimsdell.)
Fulham.....1 (MacIntyre.)	South Shields 0

SOUTHERN LEAGUE

Gillingham 0	Watford.....0
Luton .....1 (Elvey.)	Swansea Town.....1 (Jones.)
Plymouth Argyle...3 (Dixon 2, Gallogley.)	Swindon Town.....0
Norwich City .....4 (Hawes, Doran 2, O'Brien.)	Newport County ...1 (Jones.)
Southampton .....1 (Moore.)	Exeter .....1 (Connor.)
Reading .....2 (Murray, Andrews.)	Cardiff City 0
Merthyr Town.....0	Millwall.....2 (Broad 2.)
Bristol Rovers.....0	Queen's Park R.....2 (Donald, Gregory.)
Southend United..0	Portsmouth .....2 (Stringfellow and James.)
Brentford.....2 (Boyne, Morley.)	Brighton .....1 (Jones.)
Crystal Palace .....2 (Middleton, Whibley.)	Northampton .....2 (Rushdon, Whitworth.)

SCOTTISH LEAGUE.

Falkirk.....2	Queen's Park 0
Kilmarnock 1	Alloa Rovers.....0
Aberdeen 1	Clyde 0
Airdrionians 1	Ayr United 0
Hearts of Midlothian 2	Hamilton Academ. 0
St. Mirren.....0	Glasgow Rangers...4
Partick Thistle ...1	Dundee.....0
Motherwell 3	Hibernians 2
Third Lanark 0	Greenock Morton. 4
Celtic.....3	Raith Rovers 0
Dumbarton 1	Clyde Bank 0

KENT LEAGUE.

Margate 1	Chatham 3
Sittingbourne 0	Charlton Athletic...8
Vickers (Crayford) 0	Maidstone 4
Sheppey United ...4	Crittanden 3

SOUTH-EASTERN LEAGUE.

Portsmouth (R.)...2	Southend (R.).....1
Brighton and Hove 7	Reading (R.).....4

MIDDLESEX LEAGUE.

Handley Page.....7	Chiswick Town ...3
Gnome Athletic ...3	2nd Scots Guards...0

SOUTH ESSEX LEAGUE.

Grays.....1	Custom House.....1

OTHER MATCHES.

W. Kent Depot ...2	Invicta 0
Sutton United.....4	Page Green 1
Hampstead 3	Wimbledon 1
Southall 7	Napiers.....1

CARNEGIE'S WILL

£2,000 ANNUITY FOR PREMIER.

Probate has been granted of the will of Andrew Carnegie, who died on August 11. It shows that though during his life he accumulated a fortune of £70,000,000, he was worth only £5,000,000 at his death, the remainder having been distributed in charitable bequests.

The legacies include £2,000 each to Mr. Lloyd George and Mr. Taft.

Provision for his widow includes his town house and art collection.

The will bequeathes £2,000 annuities to:

Mr. Lloyd George, Mr. Taft, Lord Morley of Blackburn, and £1,000 annuities to the late Thomas Burt, ex-M.P. for Morpeth; Mr. John Wilson, M.P., for Stourbridge; the late Sir Swire Smith, ex-M.P., for Bradford; Mr. Claud Carnegie, of Devonshire; Mr. Hew Morrison, librarian of Edinburgh Public Library.

An annuity of £1,000 is left to the factor (agent) of Skibo Castle, Durnoch, Sutherlandshire, and sums ranging from £10 to £400 to servants and workmen connected with Skibo Castle.

Annuities of £1,000 each are left to the widows of ex-President Cleveland and ex-President Roosevelt.

Sums varying from $10,000 to £60,000 are given to various religious and educational institutions in the United States, including £20,000 to the St. Andrew's Society of New York.—Reuter.

BOTHA.

The sudden death of General Louis Botha, at the age of 56, is more than a poignant loss for South Africa—it is an Empire tragedy, says Lewis Rose Macleod in the *Daily Mail*. Never were the services of this placid, far-sighted and sagacious Briton by conquest more needed by the Empire to which he gave such unwavering allegiance than they are to-day. For the Republican movement in South Africa has during the war received a great impetus, and the country is on the eve of a general election which may conceivably see the return to power of General Hertzog at the head of a formidable party of backveld irreconcilables in whose breasts he has sedulously fanned the flames of racial hatred ever since his anti-British attitude caused General Botha to dismiss him from his Cabinet. So formidable, indeed, is his following in the present House that during the war General Botha has only been able to hold office by the loyal support of the Unionist, or British Party, under Sir Thomas Smartt.

Since his return to South Africa with General Smuts a month ago there have been unmistakable signs that Botha was working to bring about a fusion of the moderate elements of both parties to checkmate the Hertzogites. Even within the last few days members of the Union Parliament in England have received a "hurry" call to return to South Africa. There were obviously big things forward.

And obviously Botha would have brought them off. He had a habit of bringing things off. Success has attended him all his life. He has been a successful fighter in native wars, a successful leader of the Two Republics against Great Britain in the Boer War, a successful statesman, a successful farmer, and a successful leader of British arms against the Germans in the great war. In August 1914 there was considerable doubt as to the part South Africa would play in the struggle. There was no doubt at all in General Botha's mind. "All the British troops in the country can be taken away at once," he said; "South Africa will undertake her own defence." And within an almost incredibly short space of time he had not only added to the British Empire the vast territory of "German" South West Africa, but also had quelled a formidable rebellion of his fellow-countrymen led by General De Wet, who achieved such success in the Boer War that his fame became almost legendary.

In warfare Botha was a master of veld strategy—none greater. His best results were got by great outflanking movements carried out with bewildering rapidity. That is how he defeated the Germans in South-West Africa. It was also how he routed De Wet and his fellow-rebel Beyers, both formidable masters of veld-craft.

I remember him telling me with unfeigned gusto, shortly after the rebellion, how his troops were so thinly spread at one point of his encircling movement that De Wet could have ridden through the cordon in almost perfect safety. There were only enough troops to make a pretence of force by rapid rifle fire. But that was one of the secrets of Botha's success. He saw into the mind of his opponent and acted accordingly. It is a form of mental wariness which is developed to an astonishing extent among many of the Boers, and is begotten of the neeessity for being constantly on one's guard against the treachery of natives and the cunning of the beasts of the field.

As a young man of 36 Botha took arms to fight the British, in a war which he had strenuously opposed against "Oom Paul" Kruger, as a simple burgher in the command of General Lukas Meyer, and rose at a bound to the rank of Assistant-General. On the death of General Joubert he became Commander-in-Chief of the entire Boer forces and fought many successful battles. He was one of the chief influences for peace when the situation of his people became to his mind hopeless. And he has been a healing influence in South Africa ever since. His oath once taken, he was unshakable in his allegiance to the British connection. Immediately peace was signed at Vereeniging in 1902 he plunged whole-heartedly into the work of reconstruction and conciliation. When the Transvaal was given responsible government in 1906 he became its first Prime Minister, and in 1910 he became Prime Minister of the Union of South Africa on its foundation and has continued in office ever since.

No man has ever been more bitterly assailed by a section of his countrymen for his devotion to their interests. He has been jeered at as a *pap-broek* ("slack trousers") and a "*Ja broer*" ("Yes, brother"). And, worst epithets of all in the mouths of his assailants, he has been denounced as an "Engelsman" and a "Khaki." His action in taking the field against the rebels cost him many life-long friendships, but through it all he held to his chosen course unswervingly, and among his last public utterance in Africa was a glowing tribute to the predominance of Great Britain in world affairs.

He was a great South African and a great gentleman. May he sleep well in his beloved wold!

THE BALKAN SETTLEMENT

SOME MAIN PRINCIPLES

Popular judgment has too often ignored the European element in the Balkan problem. Balkan national politics have at all times been cramped or inflamed from outside, and for outside interests. Because of its crucial political importance and of its unsettled state, that strip of land has drawn like a funnel the ambitions and rivalries of European politics, till their fumes polluted the atmosphere of unity which a common fate had fostered in a region naturally one. For in the first half of the last century the leaders of the national revolutionary movements, with hardly an exception, looked upon a Balkan federation as their ultimate and ideal goal. If they failed in this it was through no fault of theirs. The obstacles to this happy consummation lay outside, in the Chancelleries of the Great Powers.

The late King Carol of Rumania, perhaps the wisest stateman who has ruled in recent times in the Balkans, canvassed from the very beginning of his reign the possibility of a Balkan League. He realised the servitude to which a divided Balkans was doomed, a truth amply demonstrated at the Berlin Congress of 1878. And it was, in fact, not until the Balkan peoples composed their differences in a League, in 1912, that their problem seemed for a moment to approach solution. But certain Great Powers, with schemes of their own to further, decreed that it was not to be, and peace was once more banned from the Balkans. There is an event of more recent date which is very suggestive in this respect. Some time after the Armistice MM. Veniselos, Pasitch, and Take Jonescu entered into a private compact by which they agreed to settle the Balkan question among themselves and then to demand from the Peace Conference the formal endorsement of their decisions. The arrangement broke down over the Serbo-Rumanian dispute for the Banat, and was fated in any case to ultimate failure, since it did not embrace all the Balkan States. But it brought into relief a point which modern history has made an axiom of a lasting Balkan settlement—namely, the exclusion of non-Balkanic interests. This is the first principle the Supreme Council must adopt if their work is to bear fruit. An Albanian mandate to Italy in 1919 will in the end prove as incompatible with Balkan harmony as did the administrative protectorate over Bosnia-Herzegovina granted to Austria-Hungary in 1878. The Supreme Council are exceptionally fortunate in being able to formulate a decision untrammelled by the chief disturbing factors of the past, Russia and Austria-Hungary.

THE BALKAN PEOPLE'S TASK.

Ultimately it will rest, however, with the Balkan peoples themselves to make their peninsula immune from noxious interference from outside. For if it is true to say that Balkan unity depends on the exclusion of extraneous interests, it is equally true that such exclusion cannot be fully realised without Balkan unity. One can perhaps understand the frictions which disturbed it in the past. Baulked as they were on all sides in their national development and living constantly in a feverish expectation of the final struggle for national unity, the Balkan peoples watched with jealous eyes every inch of ground, every cluster of thatched cottages. An insatiable greed for territory thus became the mainspring of their politics. It would consequently be futile to expect, however much circumstances may have changed, that any solution will meet with the immediate approval of all the parties concerned. But if there is one likely to prove a settlement it is that comtemplated by the promoters of the Balkan League in 1912 and 1913. There is more than one circumstance which marks it out for commendation. It is the only solution which sprang from a dispassionate attempt to adjust conflicting claims by agreement and with reference to the whole region. It was based upon acknowledged national rights and interests, and it was inspired by a conscious aim to reach a lasting settlement which should pave the way for a Balkan federation. That is precisely what is at stake now.

We are well aware of the strain which such a compact would place upon the generosity of outlook of our Balkan allies. But is it conceivable that they should have learnt nothing from the treatment they themselves received at the hands of the Concert of Europe, and that M. Veniselos of all statesmen should court the delusion of a Metternichian *perpetuum stabile?* And yet such without doubt is the character of the solution he would have the Conference adopt. That is especially conspicuous in the case of Thrace. The admission that the majority of the population is Turkish deprives the Greek claim of all ethnical foundation. There is no such thing as second best in the application of the principle of nationality. If there are reasons serious enough for disregarding its implications in the particular case, then some other valid principle must be made the basis of the decision. Under the circumstances, the title which Bulgaria holds on geographical and general economic grounds could not be improved upon. M. Veniselos admitted as much in 1913. He then also admitted the Bulgarian character of the hinterland of Salonika and offered in compensation the Greek littoral of Eastern Thrace. Moreover, it is notorious that the present boundaries, as set up by the Balkan States themselves at Bucharest in 1913, were meant to clip the wings of the Bulgarian eagle, which clearly implies that they fall short of his due. How then discover justice and stability in a proposal further to encroach upon that domain? And what shall one think of the argument which would favour the Greek claim to Thrace on the ground that, after all, Dedeagatch is of little value as a port? If that be not a reason for giving Bulgaria a better port it is certainly none for depriving her of the mediocre one she now possesses. Hence the Supreme Council cannot do less than let the western boundary of Bulgarian—Thrace stand. In the east it should be advanced to a line running roughly from the Gulf of Saros to south of Cape Malatra, so as to leave the northern shore of the Sea of Marmara within the international enclave of Constantinople.

The other territorial questions in dispute are those of Macedonia and Dobrudja. The first is one which defies all nice apportionment. The treaty between Bulgaria and Serbia concluded in the summer of 1912 recognised the Bulgarian character of the region south of Uskub, while submitting to arbitration the allegiance of that town and of its surroundings. Uskub itself is undoubtedly Serbian. The tracts of territory which were destined to arbitration in 1912 should now be dealt with in a similar way, or placed under international administration pending a final decision by plebiscite. As to the Dobrudian territory annexed by Rumania in 1913, it is to be hoped that that country will make a voluntary renunciation, though it may perhaps be allowed to retain the town of Silistria. The claim was then pressed on strategic grounds, as a guard against Bulgarian designs. And there still is indeed much talk of the need to subdue Bulgarian dreams of hegemony in the Balkans. One need only glance at the new map to see the incongruity of it all. Bulgaria may certainly prove a danger to the peace of the Balkans, but it will be a Bulgaria so distracted as to abandon herself to internal anarchy or external servitude.

NEW SHIPPING COMPANIES.

GOWER SHIPPING COMPANY, LIMITED.

The Gower Shipping Company, Limited, has been registered as a private company with a capital of £100,000, in £1 shares, to carry on the business of shipowners, builders and charterers, tug owners, shipbrokers, shipping agents, &c., and to adopt an agreement with Davies, Gibbs, and Co., relating to management. The first directors are:—C. A. R. Gibbs, Duneside, Mackerworth-road, Porthcawl, shipowner and coal exporter; B. Davies, 10, Heath-street, Riverside, Cardiff, shipowner and coal exporter; E. Lewis, Craig-y-Pal, Glais, S.O., colliery proprietor; R. L. Morgan, Danycamlas, Ystalyfera, Glam., coal exporter; J. Hargreaves, Station-road, Brynaman, Glam., M.E.; W. J. Stephens, Dolcoed, Sketty, Swansea, colliery proprietor; F. W. Harris, 22, Pinewood-road, Swansea, marine engineer; and L. D. Howell, J.P., Sunny Bank, Aberdulais, Neath, colliery proprietor. B. A. Davies and C. A. R. Gibbs are managing directors. Registered office; Queen's-buildings, Docks, Swansea.

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A REAL LAWN TENNIS CHAMPION.

DEATH OF MR. H. L. DOHERTY.

Mr. Hugh Lawrence Doherty, one of the greatest all-round athletes of his generation, died at North Foreland on August 23 after a long illness. Never robust, the strain of war service, first as an A.B. in the Royal Naval Anti-Aircraft Corps and later as a commissioned officer in another branch of the naval forces, Mr. Doherty's health failed rapidly and some time ago he underwent an operation.

Although the younger Doherty—"The Little Doe," they dubbed him at Wimbledon—had been out of first class lawn tennis for some ten years, he was for long regarded as the leading British player, and many were the efforts made to induce him to take up the game again. But after the death of his brother in 1910 he really seemed to lose all interest in the game. He played a little with personal friends now and then; but golf was his chief interest, and, although his name figured on the committee of management for the championships, he was rarely if ever seen at Wimbledon after his official retirement in 1906.

CHAMPIONSHIP WON AT 15.

With his two brothers, R. F. and W. V.—now in the Church—he learnt the game at his home in South London while still a boy at Westminster School. At 15 he started on his all-conquering career by winning a boys' championsip at Scarborough. Proceeding in due course to Trinity College, Cambridge, with R.F., he and his brother carried all before them, and in his last year at the 'Varsity H. L. won the all-comers' singles at Wimbledon. He was then only 21, but had already played for England against Ireland.

Between them the brothers Doherty dominated the game at home and abroad from 1897 to 1906. During this period they were only defeated in the championships, R.F. by Mr. A. W. Gore in 1901, and together by the famous west-country pair, Mr. S. H. Smith and Mr. F. L. Riseley in 1902 and 1906—their last appearance on the famous centre court.

Four times was the younger brother challenged for his title—on three occasions by Mr. F. L. Riseley, and once by Mr. Norman Brookes—and in each case the holder retained the honour which was only relinquished by retirement in 1906.

HIS CONTEST WITH MR. NORMAN BROOKES.

The best of these four challenge rounds was perhaps that against Mr. Brookes in 1905. The dour Australian was the first of the lawn tennis invaders seriously to threaten our now lost supremacy, and the manner in which "The Little Doe" dealt with the aspirations of this pioneer of the "new" lawn tennis will always remain a precious memory to those who witnessed the great contest in the centre court. In no small measure the holder demonstrated his ability to play any game under any conditions, which is, after all, the real test of athletic greatness.

In 1903 he made a successful journey with R. F. to the United States, and, having brought the Davis Cup back in triumph, helped to defend it in 1904, 1905, and 1906. When it is stated that the score in each challenge round was 5 matches to love on each occasion, and that America were the chellengers in 1905 and 1906, comment is needless. The outstanding skill of the Dohertys made the supremacy of England very marked in those heydays. One match of H. L.'s in the cup the writer especially recalls. It was against Mr. Holcombe Ward, the stylish little American, in the 1905 challenge round. Mr. Ward won the first two sets and looked in for a fairly easy win. It was the first time the habitues of Wimbledon had ever seen the younger Doherty look at all anxious. However, he turned an inquiring, some thought despairing, glance at his brother sitting in the stands, and won the next three sets and the match with the loss of but three games! The great features of his play were perfect stroke production, wonderful judgment, a first-class knowledge of the game, consistency, and an ideal temperament. Mr. H. L. Doherty knew all there was to know about the game, and possessed the ability to put his knowledge into practice.

On retiring from first-class lawn tennis, Mr. Doherty applied himself to golf, and soon became a scratch player. Appearing in the amateur championship on the Sandwich links, he knocked out several good men and reached an advanced stage of the tournament. He continued to improve, and in 1913 was rated at plus 3 in the Coombe Hill Club. In that season he and Mr. H.E. Taylor won the London Amateur Foursome Tournament for Coombe Hill in the strongest field that has taken part in the event, 46 clubs being represented.

LORD INCHCAPE AS SHIPPING SALESMAN.

SALE OF ALL THE STEAMERS.

It is authoritatively announced that all the forty steamers purchased by Lord Inchcape from the Government have now been allotted to British shipowners, and that no more applications need be put forward. Having regard to the magnitude of the amount involved, this realisation of assets seems to have gone through with, if possible, even greater expedition than the one which preceded it.

It will be remembered that very early in the year Lord Inchcape and Sir Owen Phillips acquired from the Government at a fixed price rather more than 150 steamers representing over a million tonnage. These vessels were for sale to shipowners without profit or commission of any description. Last month intimation was made that Lord Inchcape had announced to the members of the Chamber of Shipping that all the steamers had been allocated, and that the matter had gone through without a hitch. He than made the further announcement that he had taken over another forty steamers, "all of which are in commission, with a deadweight capacity of 343,751 tons." It is these vessels which have now been disposed of.

MONEY THROWN AWAY.

An Omsk correspondent sends an interesting specimen of what is being done from the White side to disturb the Red troops. It consists of a 40-rouble note of the called-in Kerensky kind. The Bolsheviks still use it (the correspondent writes) and, to produce a financial panic among them, Koltchak is literally dropping millions of such notes from aeroplanes (also from little propaganda balloonets which Great Britain has supplied him with in unlimited numbers) behind the Bolshevist line and among the Reds in the front line. Each note is pasted on to a slip of paper which tells the Red Guards that the money is no good and that the White Guards are throwing it away. The only apparently weak point is that if the Bolsheviks still use this paper, they will surely pick it up and stay where it buys something.—*N. C. Daily News.*

VENEREAL DISEASE WARNINGS.

In a report on venereal disease issued by the Committee on Infectious Diseases set up in January by the Minister of Health, under the chairmanship of Major Waldorf Astor, the members do not recommend that the methods adopted to safeguard the health of the various armies should be applied to the civil population. A feature of the military scheme was the distribution of "prophylactic packets" (the issue of drugs and appliances available for use by the individual before exposure to infection). Certain drugs, the committee say, are effective preventives only when skillfully applied; and a danger of the "packet" system is that it tends to give rise to a false sense of security and thus encourages the taking of risks. Unskilful use of drugs may be definitely harmful, as they delay diagnosis. Even in an organised body like the Army there have been many failures due to the men's forgetfulness or ignorance. Energy, they add, should be concentrated on wise propaganda and the provision of early and skilled treatment. Brigadier-General Critchley, R.A.F., indicates that he got good results by straight talks, which frightened his young men. "In any talk of this kind," he declares, "there must be no beating about the bush."

"DEAD" HUSBAND BACK.

Mourned by his wife and mother for two years as dead, Thomas Hanford, formerly a Hucknall (Notts) carter has been found through an inquiry by a Worcester firm with whom he sought employment. Hanford joined the Army early in the war, leaving a wife and two children. Two years ago his death in action was reported and the supposed widow received compensation for her loss and later married again. Hanford's mother had received no message from her son since the report of his death.

HONGKONG STOCK EXCHANGE.

HONGKONG, 24th OCTOBER, 1919.

OFFICIAL QUOTATIONS.

11 A.M.

BANKS.

Sterling Exchange 4/5⅛ T. T.

Hongkong Banks, ... $630 b. 640 s.

MARINE INSURANCES.

Canton Ins. ... ... $440 sa.
North China Ins. ... T. 200 b.
Union Ins. ... ... $310 s.
Yangtsze Ins. ... ... $270 n.
Far Easterns ... ... T. 83 b.

FIRE INSURANCES.

China Fire Ins. ... ... $138 n.
Hongkong Fire Ins. ... $ 345 b.

SHIPPING.

Douglases ... ... $82 b.
H.K. Steamboats ... ... $24½ s.
Indo-Chinas (Pref.) ... ... $30 n.
Do. (Def.) ... ... 197 b.
Shell Transports ... ... $165/- n.
Star Ferries ... ... $30 b. 33 s.

REFINERIES.

China Sugars ... $170 b. 170 sa.
Malabon Sugars ... ... $45 s.

MINING.

Kailan Mining Adm. ... 82 b.
Langkats ... ... T 19½ n.
Shanghai Loans ... ... —
S'hai Explorations ... ... —
Raubs ... ... $2.10 n.
Tronoh Mines ... ... 38/9 b.
Ural Caspians ... ... 47/6 b.

DOCKS, WHARVES, GODOWNS, &c.

H. & K. Wharfs ... ... $ 110 sa.
H. & W. Docks ... ... $175 n.
S'hai Docks ... ... T 120 b.
New Engineerings ... T. 23 n.

LANDS, HOTELS & BUILDINGS.

Central Estates ... ... $109½ n.
Hongkong Hotels ... ... $120 n.
Hongkong Lands ... ... $120 s.
Humphreys ... ... $9½ s.
Kowloon Lands ... ... $46 n.
Land Reclamations ... $ 175 n.
West Points ... ... $90 n.

COTTON MILLS.

Ewo Cottons ... ... T. 390 b.
Kung Yiks ... ... T 41 b.
Laou Kung Mows ... ... T 240 n.
Orientals ... ... T 140 n
Shanghai Cottons ... ... T 260 b.
Yangtszepoos ... ... T 21 b

MISCELLANEOUS.

Cements ... ... $7½ n.
China-Borneos ... ... $12½ b.
China Lights Old $7½ & New 5½ n.
China-Providents ... ... $3½ s.
Dairy Farms, ... $24 s.
H.K. Electrics ... ... $31 b.
Macao Ho. ... ... $34 n.
Hongkong Ropes ... $ 29½ sa.
H.K. Tramways ... ... $8 s.
Peak Tramways (Old) ... ... $7 s.
do. (New) ... $ .80 n.
Steam Laundries ... ... $3½ b.
H.K. Steel Foundry ... ... $10 b.
Water-boats ... ... $15 s.
Watsons ... ... $6.10 b.
Powells ... ... $12 b.
Wiemans ... ... $29 b.

EXCHANGE.

Hongkong, October 23, 1919.

On London—
Bank, Wire 4/5⅛
" On demand. 4/5⅛
" 30 days' sight 4/5⅜
" 4 months' sight, ... 4/5⅝
Credits, 4 months' sight, ... 4/8½
Documentary, 4 months' sight 4/7

On Paris—
On demand, ... —
Credits, 4 months' sight, ... 831

On New York—
On demand, ... 93½
Credits, 60 days' sight, ... 94⅞

On Bombay—
Wire, ... 222
On demand, ... —

On Calcutta—
Wire, ... 222
On demand ... ... —

On Singapore—
On demand, ... 189

On Manila—
On demand, ... 193½

On Shanghai—
On demand ... ... nom.
30 days' sight (private paper) ..nom.

On Yokohama—
On demand, ... 184½
Gold Leaf, 100 fine (per tael) ... 33.
Sovereigns (Bank's buying rate) $ 4.50 n.
Silver (per oz.) 63⅞

SUBSIDIARY COINS.

Hongkong 50 cents sub. ... par.
" 10 " ... ⅛% disc.
" 5 " ... 19⅞% pm.
Chinese coins " ... 12½% pm.
Bar Silver in Hongkong ...35 ⅞pm. n.
Chinese Copper Cash ... ... 8 ⅞pm.
Chinese Copper Cents ... ...
Rate of Native Interest ... 7½% p.a.
Chinese Sub. Coin ... ... 14% pm.
Hongkong Sub. Coin ... ... 8% pm.

BANKS.

NOTICE.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m....Every 15 minutes.
8.00 a.m. to 9.30 a.m....Every 10 minutes.
9.30 a.m. to 11.00 a.m....Every 15 minutes.
11.30 a.m. to 12.45 p.m....Every 15 minutes.
12.45 p.m. to 1.15 p.m....Every 10 minutes.
1.15 p.m. to 1.45 p.m....Every 15 minutes.
1.45 p.m. to 3.15 p.m....Every 10 minutes.
3.15 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 8.00 p.m....Every 10 minutes.

NIGHT CARS.

6.50 p.m., 8.00 p.m., 9.30 p.m.,
9.30 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.

SATURDAYS.

EXTRA CAR—12 midnight.

SUNDAYS.

7.30 a.m.
8.00 a.m. to 10.30 a.m....Every 15 minutes.
10.30 a.m. to 11.00 a.m....Every 10 minutes.
11.30 a.m. to 12 noon....Every 15 minutes.
12.00 noon to 1.00 p.m....Every 10 minutes.
1.00 p.m. to 5.30 p.m....Every 15 minutes.
5.30 p.m. to 6.00 p.m....Every 10 minutes.
6.00 p.m. to 6.30 p.m....Every 15 minutes.
6.30 p.m. to 8.00 p.m....Every 10 minutes.

NIGHT CARS as on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comprador's order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

BANKS.

BANKS

WEATHER REPORT.

October 24d. 11h. 30m.—No returns from Vladivostock, Japan, Formosa or Indo-China. Pressure is nearly stationary over the southern Philippines and in the neighbourhood of Hongkong. It has decreased slightly at other reporting stations.

The anticyclone has weakened.

Fresh monsoon may be expected over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 11 a.m. to-day, 0.00 inch. Total since January 1st, 72.54 inches, against an average of 79.98 inches.

Forecast for the 24 hours ending at noon on October 25th.

1.—Hongkong to Gap Rock. N.E. winds, fresh; fine to cloudy.

2.—Formosa Channel. N.E. winds, strong.

3.—South coast of China between Hongkong and Lamocks. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

ROYAL OBSERVATORY, HONGKONG, DAILY WEATHER REPORT.

OCTOBER 24, 1919.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vl'divostock	8 a.	—	—	—	—	—	—
Nemuro	8 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishijima	"	—	—	—	—	—	—
Bonin Island	"	—	—	—	—	—	—
Weihaiwei	8 a.	30.20	54	88	SSW	2	b
Hankow	"			—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	30.27	41	94	N	1	b
Gutzlaff	"	30.22	58	84	NNE	1	b
Sharp Pk	7 a.	30.11	60	72	W	2	b
Amoy	8 a.	30.12	61	81	NNE	2	b
Swatow	"	—	—	—	—	—	—
Taihoku	5 a.	—	—	—	—	—	—
Taichu	"	—	—	—	—	—	—
Tainan	"	—	—	—	—	—	—
Koshun	"	—	—	—	—	—	—
Pescadores	"	—	—	—	—	—	—
Canton	8 a.	30.13	64	94	N	1	b
Hongkong	"	30.10	64	76	NE	1	b
Gap Rock	"	30.07	—	—	NE	5	c
Macao	"	—	—	—	—	—	—
Wuchow	9 a.	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Phulien	7 a.	—	—	—	—	—	—
Tourane	"	—	—	—	—	—	—
C. St. James	"	—	—	—	—	—	—
Aparri	6 a.	29.93	73	94	NE	6	r
Dagupan	"	—	—	—	—	—	—
Manila	"	29.86	72	96	—	0	bf
Legaspi	"	29.82	77	96	—	0	o
Tacloban	"	29.85	75	96	—	0	b
Iloilo	"		—	—	—	—	—
Surigao	"	29.82	75	96	SSW	1	o
Guam	4.30	29.81	—	—	NE	4	o
Labuan	5 a.	29.81	80	91	SW	—	—

Hongkong Observatory, Oct. 24, 1919.

T. F. CLAXTON, *Director.*

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast p passing showers, q squal, r rain, s snow t thunder, v visibility, w dew, wet.
7. RAIN IN inches tenths and hundredth.

HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1908-9.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet 3 inches below mean sea-level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

October 25 to 31, 1919.

Days.		High Water Hongkong Mean Time.	Height	Low Water Hongkong Mean Time.	Height
		h m	feet.	h m	feet
Sat.	25.	m 11 0	5.6	m 4 14	3.8
		9 41 a	7.4	3 38 a	1.9
Sun.	26	m 11 41	5.3	m 4 54	3.7
		10 8 a	7.5	4 4 a	3.1
Mon.	27	9 21 a	4.9	m 5 35	2.0
		10 31 a	7.5	4 22 a	1.0
Tues.	28	1 5 a	4.8	m 6 13	2.1
		10 59 a	7.4	4 45 a	4.3
Wed.	29	8 54 a	4.5	m 7 5	2.2
		11 21 a	7.2	4 23 a	4.4
Thur.	30	No inferior	high	nor low	water
				m 8 1	2.4
Fri.	31	m 0 16	5.9	m 9 5	2.8
		No inferior	high	nor low	water

HONGKONG REGISTER.

	Previous day at 1 p.m.	Ondate at 6 a.m.	On date 2 p.m.
Barometer	30.08	30.10	30.04
Temperature	73	64	73
Humidity	57	76	49
Direction of Wind	ENE	NE	E
Force	2	1	3
Weather	b	b	b
Rain	0.00	0.00	0.00

Highest open air Temperature on the 23rd—76
Lowest open air Temperature on the 24th—64

T. F. CLAXTON *Director.*

Hongkong Observatory, Oct. 24, 1919.

CHINESE TELEGRAMS.

[Translated for the *China Mail* from the *Wah Tsz Yat Po.*]

SHANGHAI, October 23.

It is said that Dr. Wu Ting Fang will resign if Tang Shao Yi refuses to carry on as delegate.

Peking suggests to Canton that the militarists can make peace between themselves.

Shensi wants General Chu Shu Tsang as tuchun.

President Chu has cabled Washington asking after President Wilson's health.

The Oo Fook people want Parliament to quit after the budget discussion.

The Mongolian princes have definitely broken with Russia, and asked for the protection of Chinese troops.

MAN WITH LOTTERY TICKETS.

VOLUNTEERED AS COOK.

An interesting case was heard this morning when a man was charged before Mr. R. E. Lindsell with the unlawful possession of 1,600 lottery tickets.

A Chinese constable gave evidence to the effect that while he was on duty at 4 a.m. this morning at Wing Lok Street he was told by an informer that defendant (who was then coming out from Kwong Yuen Street) was a very large buyer of lottery tickets from Canton. Witness went up to defendant, and, was on the point of making a search, when defendant ran away and entered the Tung Cheong Loong shop. Witness and another constable ran into the shop and chased him. While running up the stairs defendant threw a parcel out of the window into the backyard. The other constable ran down to pick it up while witness stood by the side of the window looking down to see that no one else got it. Both went up to the third floor and saw defendant in the kitchen. He now had a different appearance. He had taken off his jacket and "had the look of a cook," and he was helping the cook there. He arrested him.

Defendant said that nothing could prove that the tickets were his property. He was eating *congee* in the kitchen and was arrested when the tickets were not in his possession.

His Worship required also the evidence of the other constable (who was not in Court) and remanded the case until to-morrow fixing bail at $500.

MOVEMENTS OF STEAMERS.

The N.Y.K. s.s. *Kitano Maru* (European Line) left London for this port via Suez Canal on the 18th October, and is expected here on the 24th Nov.

—:0:—

Latest Advices.

The P. & O.-B.I. & A.L. s.s. *Dunera* left Singapore for this Port on the 19th instant at 8 a.m., and is due here on the 25th instant at about 6 a.m.

The C.P.O.S. Co's R.M.S. *Empress of Russia* arrived at Manila on Oct. 23, 8 a.m., leaves there Oct. 24, 2 a.m., and is due at Hongkong on Oct. 25, noon.

The N.Y.K. s.s. *Tosan Maru* (Calcutta Line left Singapore for this port on the 18th Oct., and is expected here on the 28th Oct.

The N.Y.K. s.s. *Tama Maru* (Calcutta Line) left Singapore for this port on the 21st Oct., and is expected here on the 29th Oct.

The N.Y.K. s.s. *Kawachi Maru* (Liverpool Line) left Liverpool for this port via Suez Canal on the 17th Sept., and is expected here on the 30th October.

The C.M.S.S. Co's. s.s. *Nanking* sailed from San Francisco on October 3 and may be expected to arrive in Hongkong on October 31.

The Admiral Line's s.s. *Iconium* is due to arrive at Hongkong on November 1, from Seattle via usual Japan ports and Shanghai.

The N.Y.K. s.s. *Mishima Maru* (European Line) left London for this port via Suez Canal on the 28th Sept., and is expected here on the 4th Nov.

The N. Y. K. s.s. *Kosoku Maru* (Bombay Line) left Bombay for this port direct on the 17th Oct., and is expected here on the 7th Nov.

The American & Manchurian Line s.s. *City of Newcastle* is due to arrive here about 10th November.

The N.Y.K. s.s. *Sado Maru* (European Line) left London for this port via Suez Canal on the 4th Oct., and is expected here on the 12th Nov.

LIST OF PASSENGERS.

ARRIVED.

October 24.

Per s.s. *Nikko Maru*, for Hongkong:—Mr. A. Habel, Mr. and Mrs. E. S. Abdulcarder and 2 children, Mr. C. N. Jonker, Mrs. F. L. Warren and child; for Manila, Mr. and Mrs. I. Felix; for Brisbane, Mr. C. M. Counsell, Mr. A. B. Crothers; for Sydney, Miss M. V. McGlew, Mrs. E. D. Usher, Mr. P. J. Marks, Mr. R. E. Allison, Mr. and Mrs. F. E. Rochussen, Mr. L. A. Sturrock, and Mr. F. T. Stayton.

DEPARTED.

October 23.

Per s.s. *Sunning* for Shanghai:—Mr. L. J. Lacey, Mr. F. Paterno, Mr. G. J. Walters, Mr. F. B. Mellroy, Miss S. Hawkins, Mr. G. Albert, Mr. A. Taylor, and Mr. E. E. Lever.

October 24.

Per s.s. *Chinhua*, for Singapore:—Miss U. Montgomery, Mr. A. H. Ludgate, Mrs. Van der Kemp, Miss J. E. Clarke, Mr. and Mrs. H. J. Weeks, Mr. and Mrs. E. A. Hodges, and Mr. and Mrs. H. C. Bower.

NOTICES.

CEYLON HADDOCKS.

FISH-SMOKING EXPERIMENTS BY DR. PEARSON.

What are believed to be the first experiments attempted in Ceylon in the direction of smoking fish have been started by Dr. Joseph Pearson, the Director of the Colombo Museum, and so far as they have gone at present, says the *Times of Ceylon*, they are reported to have been extremely successful. In fact, it is said that it is possible to produce a dried fish which is almost as good as the haddocks which are so popular and so palatable at home.

As is, of course, well known the Maldive Islands have produced a species of smoked fish for some time past, but these fish are partly sun-dried and then smoked, while in Ceylon the industry has been confined entirely to salted and sun-dried fish. The present experiments are on entirely new lines and the fish are really smoke cured, there being no sun-drying process whatsoever.

GOOD RESULTS ATTAINED.

Dr. Pearson states that he has tried all kinds of fish and that many of them have given good results. Medium-sized seer give particularly good results as the flesh is so firm, but other fish have been found also to be suitable for the purpose. Dr. Pearson has sent samples of his smoked fish to many friends, practically all of whom have agreed that they are as good as English haddocks and that, in fact, it is difficult to tell the difference between the two. Local fish prices are, of course, fairly high at present, but even so, it is practically certain that it will be possible to produce these smoke-cured fish very much cheaper than haddocks. The process takes about a day, and a fresh fish caught early in the morning could be sold as a smoked—Ceylon haddock the next day.

The experiments are as yet only in their infancy and at the moment Dr. Pearson is busy endeavouring to ascertain how long these dried fish will keep. He has several cured fish under observation at the present and he does not anticipate that they will keep anything like so long as will haddocks at home. This, of course, is due to the fact that at home there is a much colder climate.

BETTER THAN DRIED FISH.

Another important point in connection with this experiment is that Dr. Pearson has given his smoked fish to members of the permanent population, who declare that it is infinitely preferable to dried salt fish, particularly for the purpose of curry. If this is so there should be a very important industry for Ceylon on the lines of producing smoked fish for local consumption, and the further results of the experiments will be awaited with considerable interest.

Owing to the short time which it is expected that the fish will keep, Dr. Pearson thinks that the scheme is likely to be possible only where rapid railway transport is available, but, of course, the district between Matara and Negombo offers a remarkably wide field for the new industry should it materialise.

An interesting point, but one which is of course, very debatable, is the question whether the consumption of salt sun-dried fish was in any way responsible for the recent disastrous epidemic of influenza throughout the island. It is a fact that the medical authorities found that the incidence of the disease was much greater further from the sea and that it became gradually less and less near the coast. Some doctors incline to the opinion that this is in part due to the fact that near the coast fresh fish is easily obtainable and that inland nothing but the sun-dried salt fish can be secured.

It is a well-known fact that H.E. the Governor is particularly anxious to encourage local industries and that he is especially interested in the fish drying, salting and curing industries. Naturally, therefore, the present experiments which promise such important developments will not lack sympathetic interest in high quarters.

The Government's special allowance of 50 cents given in compensation for the rise in the price of rice to subordinates will cease with effect from November 1.

POST OFFICE.

CHRISTMAS AND NEW YEAR PARCEL MAIL.

The Public are informed that the Christmas and New Year Parcel Mail to the United Kingdom will be closed in this office at 5 p.m. on the 31st October.

This Mail is due in London on the 17th December. The above date of departure is liable to alteration.

The parcel post service to Cuba is suspended.

It is notified that all restrictions as to the use of wireless Telegraphy by Merchant Vessels on the China Station have been abolished.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

No unofficial letter addressed to Abadan, Ahwaz or Mohammorah in the Persian Gulf may exceed eight ounces in weight.

The insured letter and insured parcel services between Egypt (or in transit through Egypt) and Cyprus are temporarily suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong in bags and the Public are therefore advised to pack such parcels very carefully.

Until further notice parcels for civil addresses in the provinces of Unine, Vicenza, Trevise Padua, Venice and Belluno in Italy will not be accepted for transmission unless posted under the British War Office Permit.

The Parcel Post Services to British East Africa and Egypt (except for members of the Expeditionary Forces), and to Abyssinia, Bagdad, Frithrea, French Somali Coast, Italian Somaliland, Portuguese East Africa, Zanzibar and Russia have been suspended.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

INWARD MAILS.

SATURDAY, October 25.

U.S.A., Canada and Manila—Per EMPRESS OF RUSSIA.
Straits—Per DUNERA.

SUNDAY, October 26.

Straits—Per TOSAN MARU.
Shanghai—Per SINKIANG.
Straits—Per TAMA MARU.

OUTWARD MAILS.

SATURDAY, October 25.

Philippine Islands, Australia and New Zealand via Thursday Island—Per NIKKO MARU. Registration 8.45 a.m. Letters 9.30 a.m.

Sandakan—Per HINSANG, 11 a.m.
Macao—Per SUI TAI, 1.30 p.m.
Shanghai and North China—Per YINGCHOW, 3 p.m.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ—Per CITY OF FLORENCE. Registration 3.15 p.m. Letters 4.00 p.m.

Macao—Per CHUEN CHOW, 4.30 p.m.
Amoy—Per HONGHWA, 5 p.m.
Saigon—Per TATOUTSE, 5 p.m.

SUNDAY, October 26.

Macao—Per SUI AN, 8.30 a.m.
Hoihow and Bangkok—Per KWANGSE, 9 a.m.
Shanghai and North China—Per DUNERA, 2 a.m.
Swatow, Amoy and Formosa via Keelung—Per AMAKUSA MARU, 9 a.m.

MONDAY, October 27.

Philippine Islands—Per TAMING, 2 p.m.
Shanghai and North China—Per WOSANG, 5 p.m.

TUESDAY, October 28.

Swatow and Bangkok—Per LIANGCHOW, 9 a.m.
Shanghai and North China—Per SUIYANG, 10 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ—Per PELEUS. Registration 9.45 a.m. Letters 10.30 a.m.

The Parcel Mail will be closed on Monday, Oct. 27, at 5 p.m.

Swatow, Amoy and Foochow—Per HAIHONG, Noon.
Dairen—Per TUNGSHING, 1 p.m.
Straits, Bangkok and Calcutta—Per KUMSANG, 2 p.m.

WEDNESDAY, October 29.

Japan via Nagasaki, Honolulu, Canada, United States, Central and South America and EUROPE via SAN FRANCISCO—Per SHINYO MARU. Registration 9.45 a.m. Letters 10.30 a.m.

THURSDAY, October 30.

Hoihow, Pakhoi and Haiphong—Per KAIFONG, 9 a.m.
Shanghai and North China—Per SINKIANG, 11 a.m.

FRIDAY, October 31.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES—Per KAGA MARU. Registration 9.45 a.m. Letters 10.30 a.m.

Swatow, Amoy and Foochow—Per HAITAN, Noon.

MONDAY, November 3.

Sandakan, Australia and New Zealand via Port Darwin—Per ST. ALBANS. Registration 12.45 p.m. Letters 1.30 p.m.

ENTERTAINMENTS

ARRIVALS.

October 24.

CHONGVA, Chi., 558 tons, from Haiphong, Capt. T. Fletcher, Hong Lee, B7.
YINGCHOW, Brit., 1,216 tons, from Canton, Capt. Simons, B. & S., C15.
KWANG LEE, Chi., 1,468 tons, from Shanghai and Amoy, Capt. Sangster, C.M.S.N. Co., Wharf.
HSIN TAH, Chi., 1,340 tons, from Canton, Capt. Glen, C.M.S.N. Co., C38.
HOIHOW, Brit., 898 tons, from Dalny, Capt. F. M. Dillon, B. & S., C18.
EMPRESS OF JAPAN, Brit., 3,039 tons, from Vancouver, Capt. Lovegrove, C.P.O.S., Wharf.
NIKKO MARU, Jap., 3,076 tons, from Yokohama, Capt. Yoshikawa, N.Y.K., B3.
CHOFU MARU, Jap., 933 tons, from Hongay, Capt. Meymoto, M.B.K., Taikoo Sugar Refinery Wharf.
SUIYANG, Brit., 1,594 tons, from Shanghai, Capt. J. Gibbs, B. & S., B12.

CLEARANCES.

October 24.

CHINHUA, Brit., 8.30 a.m., for Singapore via Swatow, B. & S.
FOOKSANG, Brit., 3 p.m., for Yokohama via Kobe, J.M. & Co.
QUINNEBAUG, Amer., Noon, for Foochow via Swatow, D.L. & Co.
YUENSANG, Brit., 3 p.m., for Manila, J.M. & Co.

NEW ENTENTE SOCIETY.

French interpreters were very popular with the British Army on the western front, for they did much to develop a harmonious understanding between the troops and the inhabitants. To cement this friendship a society, called after the interpreters' collar-badge the Association des Sphinx, has been formed, says the Paris *Daily Mail* (received by aeroplane), and has opened offices at 9, Rue Louis-le-Grand, Paris. British and American officers are eligible for membership.

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